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# Hongkong Sunday Herald.

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Vol. XI. No. 285. 號八十月八年九十二百九千一英 HONG KONG, SUNDAY, AUGUST 18, 1929. 日四十月七年巳己次歲年八十國民華中 Price, 10 Cents Per Copy.

## ORANGE SQUASH



### CALIFORNIAN ORANGES

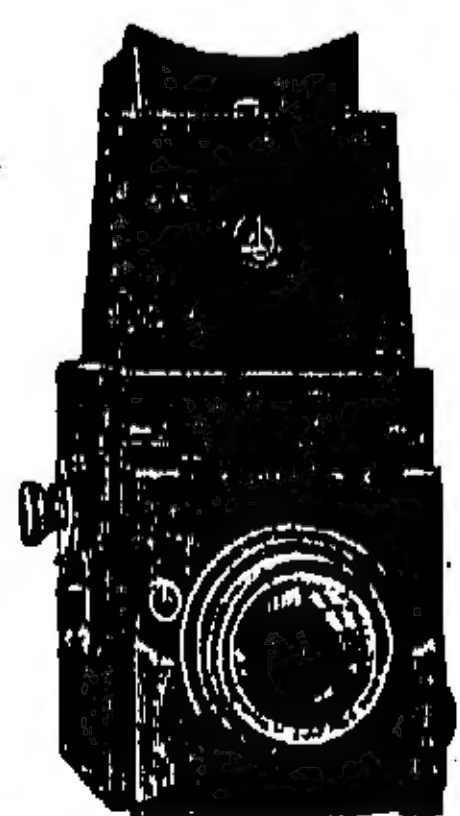
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## STILL FIGHTING

### SOVIET CAVALRY'S SORTIE INTO CHINA

### MONGOLIANS HELP REDS

### Hostilities Now on Both Sides of Manchuria

### REINFORCEMENTS ON WAY TO FRONT LINES

Hostilities have been resumed between the Soviet and China. Whereas fighting had been confined more or less to the western frontier, bloodshed is now reported from both fronts, including the east. Latest news indicated that the last action was continuing. On the west, Russians penetrated into Chinese ground near Manchuli and Red Mongolians, siding with the Soviet, were active in the vicinity of Hailar. On the east, separate engagements on two days ended in the Manchurian units resisting the Russian raiders and the latter retiring. In each instance the Soviet has been made out to be the aggressor. Meanwhile the Chinese authorities are collecting more men from the peaceful areas and pouring them into the war sectors.

### PRELIMINARY BOMBARDMENT



Chinese troops in front line trenches.

### WESTERN SECTOR

#### Chinese Repel Attack With Machine-Guns

Peking, Yesterday.  
An official message from Mukden (capital of Manchuria) received this morning states that yesterday afternoon, after a bombardment, Soviet cavalry attacked the Chinese defence lines at Meiyatze, near Manchuli (in the north-west of Manchuria), 12 miles from the boundary between Manchuria and Siberia.

The official intelligence adds that fighting was continuing at the time of despatch.

#### 700 Raiders

Tokyo, Yesterday.  
Intelligence from Manchuli is that 700 Soviet cavalrymen, supported by artillery fire, raided Jaralnor station of the Chinese Eastern Railway, 35 kilometres south-east of Manchuli, on the afternoon of August 15.

The raiders remained three hours in Chinese territory, withdrawing at 6 p.m.

The Chinese suffered casualties to the extent of two officers, six soldiers and 10 civilians wounded.

#### Mongolian Irregulars

For an hour the Chinese defenders offered resistance to the invading Russians. The Russians fired several hundred shots, the Chinese troops replying with rifles and machine-guns.

From Hailar, which is also on the western sector, and is about 150 miles east of the border town of Manchuli, it is reported that a band of irregulars, believed to be members of the "Young Mongolia Party" (of Communist tendencies) raided a village eight miles east of Hailar on August 15. They killed several civilians before Chinese troops arrived on the scene and drove off the marauders.—Reuter.

### EASTERN FRONT

#### Russians Accused of Attacks on Two Days

Tokyo, Yesterday.  
The correspondent of the Japanese paper "Asahi" at Pogradichnaya, the border town on the Chinese Eastern Railway, to the east of Manchuria, telegraphs that the Chinese and Russian outposts clashed early on August 14 to the south of Pogradichnaya.

Red cavalry are alleged to have invaded Chinese territory. The Chinese allege that four on their side were killed and that the Russians left 12 dead on the field when they retired.

Since the Reds withdrew, the "Asahi" adds, the Chinese garrison at Pogradichnaya has been strongly reinforced.

#### Brief Exchange

Harbin, Yesterday.  
A Pogradichnaya despatch reports a clash between Russian and Chinese troops at 5 p.m. on August 16 near Hailin station of the Chinese Eastern Railway, 31 miles north-west of Pogradichnaya.

After a brief exchange of firing, according to the despatch, the Russians retired from Chinese territory.—Reuter.

#### WAR DECISIONS

#### Chang Hsueh-liang Orders Mobilisation

Mukden, Yesterday.  
It is reported that General Chang Hsueh-liang (Commander-in-Chief in Manchuria), following a military council, ordered the mobilisation of four additional brigades of infantry and one brigade of cavalry, also air units, for service along the frontier.

Later.  
The troops ordered by General Chang Hsueh-liang to mobilise total 20,000 regulars of the army of Fengtian (one of the three provinces of Manchuria). These men are at present stationed along the Peking-Mukden Railway, below Chinchowfu, close to China Proper.

Commander in the Field

A portion has been ordered to the western front, to proceed in the direction of Hailar via the Tungling Railway.

Another portion is bound for Kirin province (in the east of Manchuria), proceeding via Hailu-cheng.

All are to be placed under the command of General Chang Tso-hsiang, who is next in seniority in Manchuria to Chang Hsueh-liang.—Reuter.

## 62 AEROPLANES

### Details of Intentions in Canton

#### FOR USE AGAINST RUSSIA

Canton, Yesterday.

Following yesterday's report, it is now learned that the total number of aeroplanes decided upon by the Committee for the discussion of Sino-Russian affairs is 62, not 100. According to information, the order will comprise the following machines:—

- 20 Curtiss Hawk 'planes—430 h.p., speed 165 m.p.h., one seater, convertible into fighting machines.
- 10 Travelair 'planes, 220 h.p., speed 135 m.p.h., two seaters, training machines.
- 20 Boreling fighting 'planes, one seater, 500 h.p., 184 m.p.h. mounted with machine-guns.
- 2 Keystone 'planes, four seaters, 1,200 h.p., 113 m.p.h., fitted with wireless and machine-guns.
- 10 Boreling 4 Ob Scouting 'planes, two seaters, 525 h.p., 135 m.p.h.

The total cost of these machines is approximately \$2,330,000 Hong Kong currency—Canton News Agency.

## Things That Matter

### To-day's Diary

Twelfth Sunday After Trinity.  
Sailors' and Soldiers' Home, Servicemen's Bible Class, 3 p.m.; Social Hour, 8.30 p.m.  
Golf: Bogey Pool, Fanning.  
Lawn Bowls: Inter-Departmental Competition: Police v. Revenue.  
Queen's Theatre: "Publicity Madness."  
World Theatre: "The Thief of Bagdad."  
Star Theatre: "Go West."  
Majestic Theatre: "The Adventure," at 5.20 and 9.15 p.m.; Chinese picture, "Love's Sacrifice," at 2.30 and 7.15 p.m.

Tea Dance: Repulse Bay Hotel, 4.30 p.m.  
Lighting-up Time: 6.53 p.m.  
Tides: High, 7.47 a.m. and 10.20 p.m.; Low, 1.13 a.m. and 3.13 p.m.

To-day's Weather  
S.W. winds, moderate, cloudy; occasional rain.

The Dollar  
Yesterday's closing rate of the dollar on demand was 1/11-3/16.

## INGRATIATING OURSELVES

A correspondent writes to the "Truth" from Ostend:—  
The season was inaugurated in June by the arrival of 2,700 trippers from British motor-works, each provided with a booklet by their firm, telling them how to behave in a foreign land, not to drink too much, or molest native women, or sing in the streets, but always to say please and thank you like gentlemen.  
Some of them did, and visited the musty museum at Zeebrugge, or went in overflowing cars to Ypres. But, alas! the innumerable bars of Ostend proved too great an allurements to many, and most of the day was spent careering about the streets indulging in war-whoops and stunts.  
As a local paper says, they have left many souvenirs behind them.

## WATER CONTROL OFFICE

The Water Control Office was closed yesterday. All future enquiries should be addressed to Mr. H. S. Rouse at the Public Works Department.

## LATE NEWS

### SINO-SOVIET WAR

Mukden, Yesterday.  
An official communique from General Wan Fu-lin reports that 10,000 Russian troops, with machine guns and 30 field guns, crossed the border yesterday on both sides of Manchuli.  
The objective is evidently Chalanor.  
Wireless communication with Manchuli is still working.—Reuter.

## EARLY DISASTER

### ENGLAND IN THE FIFTH TEST MATCH

### BATS ON SUN-DRYING PITCH

### Hobbs Dismissed Cheaply But Sutcliffe Stays

### FRANK WOOLLEY ALSO IN SCORING MOOD

On a sun-drying wicket preceded by heavy rain the night before, England, after losing the toss, were sent in to bat in the Fifth (and last) Test Match against South Africa at the Oval yesterday. The start was delayed because the wicket was not quite fit at 11.30 a.m.  
England suffered early disaster in the dismissal of Jack Hobbs. Then Hammond went comparatively cheaply. But Sutcliffe was reliable as of yore, Woolley was in scoring mood and Wyatt held his end up. So that, with an interruption before tea, England's score had improved to 166 for 3. Latest score and teams (from Reuter):—

#### England—1st innings

J. B. Hobbs, c Quinn, b MacMillan	10
H. Sutcliffe, not out	84
W. R. Hammond, st. Cameron, b Vincent	17
F. E. Woolley, hit wicket, b Vincent	46
R. E. S. Wyatt, not out	6
Extras	3

Total (for 3 wickets down) ... 166

#### ENGLAND

A. W. Carr (Notts) captain,  
R. E. S. Wyatt (Warwick),  
J. B. Hobbs (Surrey),  
H. Sutcliffe (Yorkshire),  
W. R. Hammond (Gloucester),  
F. E. Woolley (Kent),  
M. Leyland (Yorkshire),  
L. Ames (Kent),  
A. P. Freeman (Kent),  
E. C. Clark (Northamptonshire),  
G. Geary (Leicester).  
12th man: J. O'Connor (Essex).

#### SOUTH AFRICA

H. G. Deane (Transvaal) captain,  
R. H. Catterall (Orange Free State),  
I. J. Siedle (Natal),  
B. Mitchell (Transvaal),  
H. W. Taylor (Transvaal),  
D. P. B. Morkel (Western Province),  
H. G. Owen-Smith (Western Province),  
H. B. Cameron (Transvaal),  
Q. MacMillan (Transvaal),  
C. L. Vincent (Transvaal),  
N. A. Quinn (Griqualand West).  
12th man: E. L. Dalton (Natal).

## RAIN CAUSES INTERRUPTION

England had four men who were not in the Fourth Test. These were Hobbs (who displaced Bowley), Ames (wicket-keeper in place of Duckworth), Clark (fast bowler preferred to Barratt of Notts) and Hammond (whose return meant the exclusion of Patsy Hendren).  
Hobbs and Hammond were in Chapman's victorious team in Australia and so was Ames; but Chapman played Duckworth instead of Ames—although the latter is the better batsman—in all five Tests down under; and Duckworth was "capped" in the first four Tests this season. The reason for his omission this time has not been stated in the cables.

#### Hammond Returns

Jack Hobbs was injured in the Test Trial prior to the first match. Later in the season he was called upon twice but, on both occasions, he had to be released because he did not feel well enough.

After Larwood became a casualty, his colleague in the Notts XI, Barratt, got the job as fast bowler, but Clark of Northants is being given a chance long overdue.

Walter Hammond also broke a sequence of Tests beginning in Australia by being absent from the Fourth Test.

#### Deane Makes One Change

Deane, the courageous visiting skipper, who had showed a fondness for putting England in after winning the toss during the visit of Captain Stanyforth's team in 1927-8, made but one change. He won on all five occasions in the last series and put England in thrice then and the rubber was halved after England had secured the initial advantage. Q. MacMillan, a slow bowler with an effective googly and a stylish bat, returned to the exclusion of A. J. Bell, aged 21, the fast-medium bowler who swings in. E. L. Dalton was given the doubtful honour of 12th man, as in the preceding game.

#### Start Delayed

For the second time in the rubber, Deane won the toss. J. C. White won the toss in the First and Second Tests, which were left drawn. Then, with White still captain of England, the South Africans were defeated—after Deane had called right. Carr succeeded White in the Fourth Test, which England also won, (with the toss), thus deciding the rubber, irrespective of the result of the present match.

Heavy rain had fallen overnight. The weather was fine when the rival skippers tossed. The wicket was drying and the start (normally at 11.30 a.m.) had been delayed on account of its condition. Having called right, Deane elected to take the field and, if only because of the dismissal of Hobbs, his decision was justified.

#### Before Lunch

Hobbs and Sutcliffe were cheered on resuming their partnership as England's opening pair for several seasons, both in and out of the Old Country.  
When Hobbs had just reached double figures, however, hope of their settling down to big figures under unfavourable conditions vanished. Hobbs was caught by Quinn off MacMillan.

Hammond was sent in first wicket down and he stayed with the Yorkshireman until the lunch interval was called.

England's score was then 40 runs for the loss of Hobbs' wicket. Hammond had made 11. Sutcliffe claimed 19.

#### Sutcliffe and Woolley

Sutcliffe and Hammond resumed after lunch. The Gloucester hero failed to get going, being stumped by Cameron off Vincent, who bowls left-medium with a good length. Hammond contributed 17.

Next in was the graceful left hander, Frank Woolley. Once more he "came off." He was in a very useful partnership with Sutcliffe, scoring faster than the Yorkshireman, and had 46 to his credit when he hit his own wicket, the bowler again being Vincent.

Wyatt was sent in next. He had not yet broken his "duck" and Sutcliffe's score had reached 66. With three extras, the total stood at 141 runs for three wickets when the interruption came.

Rain fell at this stage and had brought about the delay near 4 o'clock.

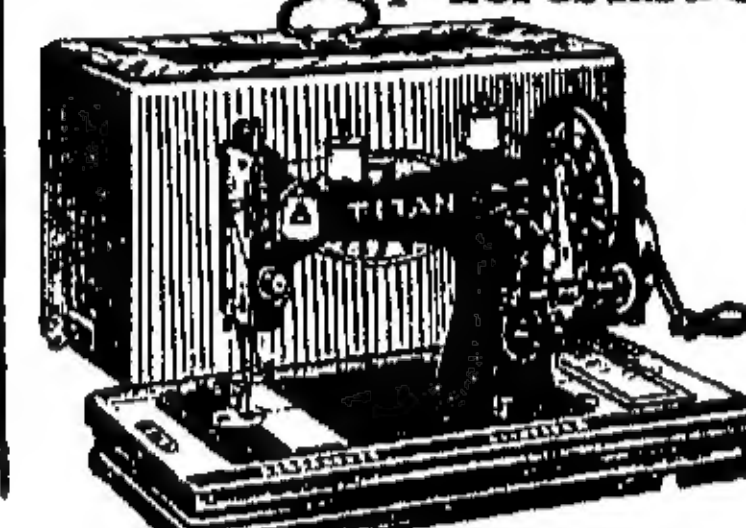
On the resumption, Sutcliffe got more runs quickly. He added 18, bringing his total to 84 not out. Wyatt had collected six meanwhilst. With one more extra conceded, the total was 166 runs for three wickets—and the tea interval was taken.

(Continued on page 5.)

## WHITEAWAYS RED STAR BARGAINS

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From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted)  
2.00 p.m. "SUI TAI" (Sundays Excepted)

### EXCURSIONS TO MACAO.

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## Karel Kozeluh says "play Spalding"

The Champion Professional who has been coaching Britain's Davis Cup players at Wimbledon and regarded by many experts as the finest Lawn Tennis Player in the world, says:



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Signed KAREL KOZELUH  
22nd April, 1929

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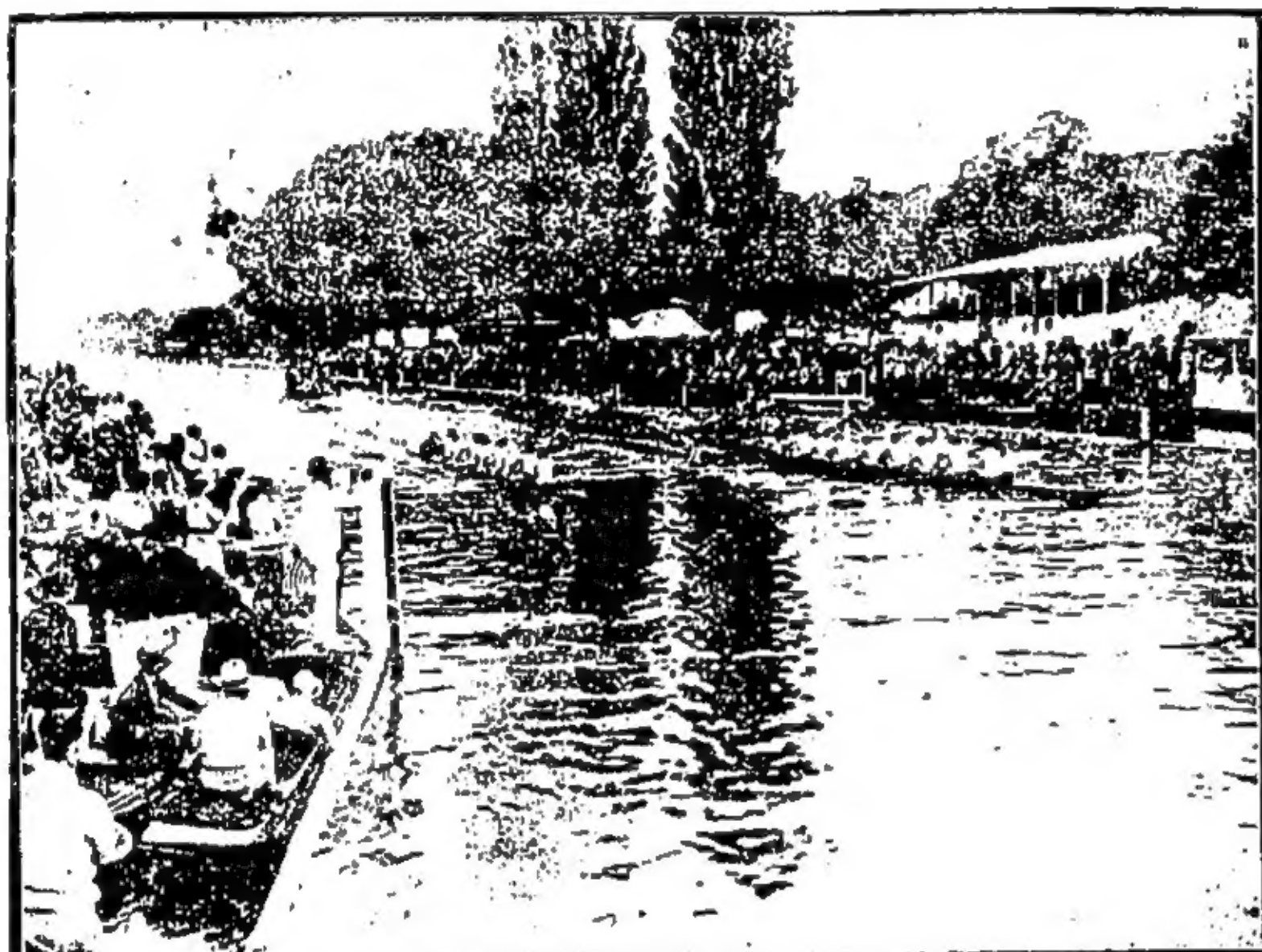
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## HOME SPORT.

### Youth Misses Its Opportunity

At any rate the cricket was very much brighter than the dreary display seen at Birmingham, but the result will cause the selectors some uneasiness. Happily Hobbs will be recovered in time for the third Test. The Surrey stalwart has been much missed. Only the two Yorkshiremen, Sutcliffe and Leyland, of the recognized run-getters, did themselves justice in the Lords game and one cannot but regret that the umpire failed to take advantage of this opportunity. For Killeck, Dolepinski, Robins and O'Connor have all proved disappointing. It is difficult to find a better pair of opening bowlers than Tate and Larwood, but the change bowling is weak and Freeman and Woodard should be introduced. One is tempted to suggest that either Bond or Carr is more likely to lead a team to victory in a match limited to three days than White, wonderfully improved the Somerset skipper performed in Australia. However, there is always the chance of Chapman taking the field again. On the tourists' side, Morkel had a great match, nearly all his wickets being those of England's best batsmen. Bell also bowled splendidly on his first appearance in a match. Neither Catterall nor Deane came off, and, with Taylor away, the batting was entirely due to the comparatively junior members of the side. It is good news that Cameron, whose wicket in spite of being rendered unconscious by a fast ball from Larwood, the outstanding event in the match, was injured by Killeck, the first reverse since 1927. Woodley and Hodge made centuries, and the latter has now made three successive hundreds. He should play in the next Test, as he is running quicker than the other players. Although Derbyshire has a magnificent team, their early loss of a young pair, Storr and Bowden, put them at a disadvantage.



**HENLEY ROYAL REGATTA.** This year's "Henley" was remarkable in the record number of entries (102) for the renowned races, many of which were from abroad. Nothing is more beautiful than this great Thames festival with its gayly decorated house-boats and display of pretty summer frocks, every craft available being occupied by spectators interested in the racing. Photo is of a general view, showing Columbia University (U.S.A.) just leaving Westminster Bank in one of the races for the Thames Challenge Cup. Note the crowds on the banks and in mid-stream. (Sport and General).

## SOCIAL GOSSIP

The Duke of Connaught inspected cadets at the Royal Military Academy, Woolwich, S.E., where he was a cadet 52 years ago.

Mr. R. H. Jerman, town clerk of Salisbury, is the new town clerk of Islington, N., at a salary of £1,400, rising to £1,700.

Mr. I. B. Macaulay, of Montreal, has given £5,000 to the Nicholson Secondary School, Stornoway, for bursaries for country pupils.

Major and Lt.-Col. L. H. Hardy has been selected for command of the Life Guards, vice Lt.-Col. Hon. G. V. A. Monckton-Arundell.

The Prince of Wales, who is patron, presided at the dinner in London in honour of the British Empire Service League.

General Dawes, the United States Ambassador, presided at the Fourth of July dinner of the American Society in London.

The "London Gazette" announces the retirement, on retired pay, of Capt. F. W. Wood, musical director of the Scots Guards, who now becomes director of music of the Bristol police band.

According to the New York "Daily News," Mr. Mark Hanna, formerly of Shanghai, married Miss Beth Ber in India recently. Miss Ber was a Polish girl and was en route to fill a Continental engagement.

A former well-known resident is at present visiting Shanghai. He is Mr. L. P. Dowdall, and it will be remembered that prior to the war he was foreman of the Victoria Co., No. 7, of the Shanghai Fire Department, and a well-known rowing man, having taken part in the held the sculling championship of Shanghai. Since leaving Shanghai Mr. Dowdall has resided in Canada.

A Home reader writes to the "Sunday Herald":—"A party of school boys from Rhodesia spent a day at Warwick in July. They went over Warwick Castle and Warwick School, the Mayor of Warwick was the guide. Four prefects of Warwick School acted as hosts; they all lunched in the Warwick Courts. The Mayor gave a fine speech. The party afterward watched Warwick School play Bromsgrove and in the evening attended a show in the Castle grounds called 'The Golden Goose.'

country's first wicket by scoring 322 against Essex. Other large scores have been 222 by Iddon, of Lancashire, and 166 by Mead on his return to the Hampshire team, but in neither case did their side achieve victory.

**Twilight of the Goddesses.** Wimbledon has been furnishing as much excitement as the most exciting of its patrons could demand. From a patriotic point of view, the men have furnished some pleasant surprises, while the ladies upon whom every one thought we could count, have in some conspicuous instances fallen below expectation. The sensations began with the defeat of Betty Nuthall by Mrs. Michel (Peggy Saunders). It so happens that the latter is a player whom Betty has never overcome, but the younger girl has been doing so well of late that everyone thought the old position would be reversed. Betty was soon bothered by her opponent's accuracy and length, and the disturbance was shown by the failure of her painfully-acquired over-arm service, which repeatedly yielded double faults. Mrs. Michel won by 6-3, 6-3, to be herself beaten a couple of days later by Miss Goldsack. Miss Eileen Bennett's overthrow was even more unexpected, for it came at the hands of a lady who had held the championship before she was born. Her conqueror, Mrs. Bundy, is the Miss May Sutton who gained the title in 1905 and 1907, and has since lived in California. Her success goes some distance to justify those who deny that the players of today are so very much better than their predecessors. The strength of her strokes and the skill of her placing are certainly remarkable, and to have retained first class form so far on in life is something that opens everybody's eyes. The third disappointment among the ladies was Sport's de Alvarez, who has become such a favourite here that she might almost be called English by adoption. She fell to the

protest of Mrs. McIlquham, the Cheltenham player and on the same day Miss Joan Fry lost in two straight sets to Miss Helen Jacobs, of California. Five of the "seeded" ladies were thus eliminated before reaching the last eight, who consisted of Miss Goldsack, Mrs. McIlquham and Miss J. C. Ridley (Great Britain), Miss Wills, Miss Jacobs and Mrs. Bundy (America), and Miss Heine and Miss Tapscott (South Africa). The survivors in the next round were Miss Wills, Miss Goldsack, Miss Jacobs and Miss Ridley. The semi-finals are both Anglo-American. America's leading ladies pair, Miss Wills and Miss Cross, were beaten in the ladies' doubles by Mrs. McIlquham and Miss E. H. Harvey.

**Austin's Great Advance.** There have been any amount of close games in the men's singles, though none of them could compare with the 17-5 which it took to decide the third set of doubles between Borotra and Bousous and Wright and Crocker, of Canada. After Gregory had fallen to the Frenchman Landry, we still had a chance of three places in the last eight, but Nigel Sharp could not overcome the Dutchman, Timmer, and Olliff succumbed to Kehrli of Hungary. The third place was secured for it lay between Austin and Kingley. The pair played as good tennis as has been seen between Britons for a long time, and it was only by 11-9 that Austin took the fifth set. Most people were glad of his victory, for he had already done fine work in overcoming Hunter and Brugnon. It is three years since we had a man in the last eight, and Austin's companions were Coker, Borotra and Landry (France), Tilden and Lott (America), Timmer (Holland) and Kehrli (Hungary). Three of the "seeded" men had fallen by the way. Austin, who had already done enough for glory, went on to delight everyone by overcoming Kehrli (who had beaten him twice this year) in three sets, and so securing a British place in the semi-finals for the first time for six years. Even with this evidence of rapid improvement, it seemed too much to expect success for him over Borotra, who was his next opponent, and so it proved. The British boy was a little overawed in the first set, which he lost 6-1, but he made a great fight to lose the second only by 8-10, and the third he captured by 7-5. In the next the strain upon his slight physique became apparent, and Borotra's 6-1 set led the match. But thanks to Austin, British tennis will date a fresh outlook from this year's Wimbledon. The other semi-final, between Coker and Tilden, was hard fought, but the American nowadays can exert his great strength only spasmodically, and the match was Coker's by 6-1, 6-1, 7-5. The final, therefore, lies entirely in the hands of France. The official printed programme at Wimbledon this year contains a set of five rules for the behaviour of spectators. The essence of them is (1) not to applaud during a rally; (2) not to applaud a double fault; (3) not to leave seats until the players change ends; (4) not to confer applause to one competitor, but give both their due; and (5) not to applaud a net cord stroke. To the experienced watcher all this is merely common sense and good manners, but so many go to Wimbledon for the excitement of the game, that the printed code will have its usefulness. The headmaster of Harrow, in distributing prizes at another school, fairly let himself go upon the subject of steady cricket. He described how Yorkshire and Lancashire, in their matches with each other, set out not to win but to gain first-innings points, and said: "They play the most miserable game, and set the most miserable example to the whole country of how games should not be played." This plain speaking has, of course, raised a certain amount of commotion in the counties concerned, but there are even northern lovers of the game who confess that they cannot find any pleasure in the "Battle of the Roses" nowadays, and Dr. Newwood's remarks will probably do good.

### IN MEMORIAM.

DONALD CLEMENT LOGAN, M.C.  
Inserted by The Scottish Company,  
H.K.V.D.C.

The Rev. D. S. Carey, for three years' curate of Pinner Parish Church, has been appointed Vicar of Holland Fen, Lincolnshire.

The Prince of Wales visited Lord's cricket ground recently and also attended the Woolwich Garrison Searchlight Tattoo on July 24.

Mr. Colin Clive, a leading actor in "Journey's End," was married at Ashford (Kent) Register Office to Jeanne De Casalis, the actress.

The freedom of Derby is to be offered to Mr. J. H. Thomas, Lord Privy Seal, who has represented the borough in Parliament since 1910.

Mr. J. G. Gunter, deputy town clerk of Bradford, has been appointed assistant secretary and solicitor to the Electricity Commissioners in London, with a commencing salary of £1,750 a year.

Mr. Charles Ernest Cranfield was appointed town clerk of West Ham at a commencing salary of £1,200 a year, in succession to Mr. G. E. Hillery, who has resigned owing to ill-health.

The executive council of the County Councils Association elected Sir Percy Jackson, of Seisett, Huddersfield, chairman in place of Sir Edmund Turton, and Sir William Mount, of Reading, vice-chairman.

The King has appointed Mr. Frederic Stanley Osgood a Sergeant-at-Arms to the King in the room of Major James Evan Baillie Martin, resigned.

The "Daily Mirror" learns on good authority that when the King saw His Excellency M. Peter Bark, the last Finance Minister under the Tsar's regime in Russia, His Majesty took the opportunity of thanking him for all he had done for the Empress Marie and her daughters, and conferred upon him the Honorary Grand Cross of the Royal Victorian Order. The interview took place at Windsor.

to make Baby happy and strong



## CAPTURED SUNSHINE

What Nurses say of Glaxo with added Sunshine vitamin D

"It satisfies"  
"Makes sound bone"  
"Prevents rickets"  
"Prevents constipation"  
"Is more easily digested"  
"Sound teeth cut without trouble"  
"Saves Baby being entirely bottle-fed"  
"Requires only 2 minutes to make each feed"  
"Needs no addition of cream or cod-liver oil"  
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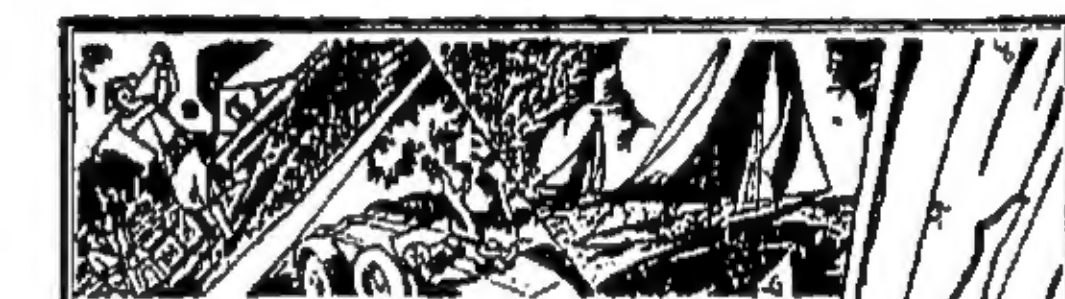
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H. 5.



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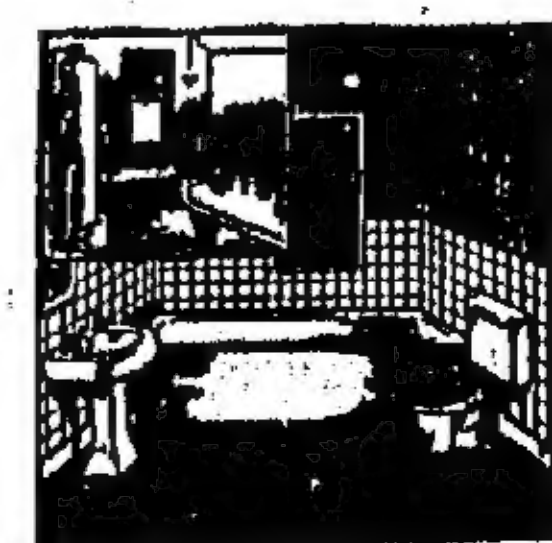
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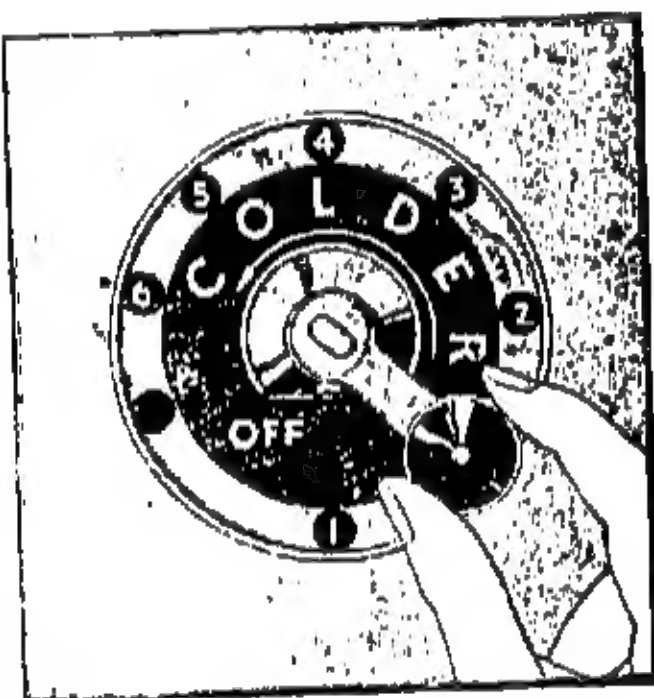
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Friday, August 23rd, at 9.15 p.m.

BY  
THE BAND OF THE 2ND BATTN. K.O.S.B.

(By kind permission of Major B. C. Lake, D.S.O., Commanding  
and The Officers).

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## The ADVENTURER

A whole of a romance, whirling its devil-may-care way through  
revolution and a thousand dangers.

2.30 and 7.15 p.m. "LOVE'S SACRIFICE"

Chinese Picture.

AT THE MAJESTIC Nathan Road Kowloon.

## LAWN BOWLS

Double Defeat For Civil Service

## RECREIO GO UNDER

### Better Position Of Craigengower C.C.

By defeating the Club de Recreio in Division I of the Lawn Bowls League yesterday, the Kowloon Dock R.C. may be said to have done a service to the Craigengower C.C., as the latter have now a clear lead of two points over their nearest rivals who, incidentally, are the K.D.R.C. themselves.

The Civil Service C.C. unexpectedly lost to the Kowloon Bowling Green by the heavy margin of 26 shots at Happy Valley, whilst on the adjoining ground, the Craigengower C.C. trounced the Police R.C. to the tune of 36 shots.

The Kowloon C.C.-Taikoo R.C. fixture was postponed.

Craigengower C.C., the title holders, are the most favourably placed team for the championship but have yet a stiff obstacle to surmount—their postponed match with the Kowloon Dock R.C. on the latter's ground.

By defeating the Civil Service C.C. (leaders) in Division II, the Craigengower C.C. have placed themselves on the same footing as the C.S.C.C., being two points behind with a match in hand.

The Kowloon C.C. scored their first victory of the season, at the expense of the Club de Recreio.

The Kowloon Bowling Green and the Taikoo R.C. won their fixtures against the Yacht Club and the Electric R.C. respectively.

Yesterday's results have not altered positions in the Division II table.

### Division I

POLICE R.C. v. C.C.C.

On their own ground, the Police R.C. lost to the Craigengower C.C. (present leaders and last year's champions) by 36 shots.

For the home team, Moss's rink performed creditably in defeating Basso by one shot. The Police opened with a 2 but Basso replied with a 3, only to lose his lead on the 6th head by 4-5. Immediately after, the C.C.C. skip scored 3. Thereafter, Moss went steadily ahead and led by five shots at the 18th head (15-10). The visiting rink, however, reduced their deficit by 4 in the last three heads.

Mair drew first blood against Omar, but the former's ascendancy was of only short duration, as the visitors took the lead by 2 points (8-6) at the 7th head and never looked back. For the last 14 heads, Omar scored 22 shots, whilst Mair notched six singles, the former finishing up 18 points to the good.

Arculli, a comparatively new skip for Craigengower, literally swamped West, winning by the handsome margin of 19 shots. He started off in fine start and had a clear lead of 11 shots at the fourth head, which included a 4 and a 5 in the second and fourth ventures. West opened his account with a 4 on the 5th head but dropped other six points in the next four heads. Continuing to play consistently well, the C.C.C. quartette brought their total to 31 shots as against 12 by their opponents.

Police R.C.	Craigengower
Henderson	C. Buchanan
W. Glendinning	M. O'Brien
W. E. Hollands	H. Beal
G. C. Moss	R. Basso
(Skip) ..... 15	(Skip) ..... 14
Johnson	E. Tuck
R. Marks	A. E. Coates
E. Post	W. T. Brightman
W. Mair	U. M. Omar
(Skip) ..... 12	(Skip) ..... 30
Nolan	J. F. Hayes
J. McLeod	A. A. Razack
G. Hargreaves	D. Rumahn
J. C. West	E. el Arculli
(Skip) ..... 12	(Skip) ..... 31
	39
	75

### CIVIL SERVICE v. K.B.G.C.

At Happy Valley, the Civil Service C.C. lost to the Kowloon Bowling Green by 26 shots.

In the first rink, Taylor could not get going against Gow, and at the 6th head found himself 9 points behind. In the succeeding four heads, the home skip reduced his deficit by two points (5-13) but failed to score again right up to the 18th head when he notched a single. In the meanwhile, Gow had piled up other 13 shots. Taylor made a belated effort in the last four heads in which he secured six shots and gave away one.

With an early deficit of eight shots in the first three heads, Brawn had an uphill struggle against Russell. The Civil Service skip drew level at the 8th head, but Russell came back with a 7 immediately after. Nothing daunted, Brawn notched a 3, 1 and 1 and was only 2 points in arrears at the 12th head. The visiting skip then got a 4 but he led by only six shots at the 18th head. The Civil Service struck a bad patch for the remainder of the play and conceded 18 points (15-7) in the last three heads.

Unlike the previous two rinks, Civil Service started in fine style in the last rink, Grimmitt opening with a 1 and a 5 against Gow and leading 8-1 at the 4th head. Each skip then scored a 2. At the 6th head, Grimmitt secured a single. With a 7 at the 7th head, Gow took the lead for the first time. Up to the 12th head, the K.B.G.C. were four points ahead (14-10), but Grimmitt was not to be denied, and after being only one point behind at the 15th head, he scored a 5 at the 16th and went on to win by eight shots.

Civil Service	Bowling Green
H. L. Lockhart	V. H. Chittenden
F. H. Holman	M. H. Rose
J. P. Gregory	H. Nish
R. T. Taylor	L. Guy
(Skip) ..... 12	(Skip) ..... 27
F. E. Booker	R. Duncan
S. E. Alderman	E. W. L. Hogbin
B. E. Maughan	P. T. Farrell
A. O. Brawn	W. Russell
(Skip) ..... 17	(Skip) ..... 36
S. Randle	S. Eccleshall
J. Duakin	J. McIntosh
J. Hollidge	R. Hall
A. W. Grimmitt	D. Gow
(Skip) ..... 24	(Skip) ..... 16
	53
	79

### K.D.R.C. v. RECREIO

On their own ground, the Kowloon Dock R.C. defeated the Club de Recreio by 16 shots.

Unfamiliarity with their opponents' green was a big factor in the defeat of the Portuguese side, but this should not depreciate the fine display given by the home team, who were on top form and won on all three rinks.

Punchoon got the better of Yvanovich by five shots, Brown defeated Ribeiro by 7, and Gray finished off the good work with a 4 points' margin over Luz.

Kowloon Dock	Recreio
J. Lindsay	E. L. Barros
F. Cullen	L. Gutierrez
J. McKelvie	C. M. S. Alves
J. Punchoon	P. Yvanovich
(Skip) ..... 24	(Skip) ..... 10
C. Atkinson	Rosario
W. Greig	C. E. Marques
W. Hedges	C. A. Lopes
J. C. Brown	A. C. Ribeiro
(Skip) ..... 25	(Skip) ..... 18
F. Goodman	L. C. Sousa
J. V. Ramsey	H. Alves
J. O. McLaggan	C. G. Sousa
S. Gray	R. F. Luz
(Skip) ..... 20	(Skip) ..... 16
	69
	53

### K.C.C. v. TAIKOO R.C.

The above match was postponed, on account of the preparations for the concert at the Kowloon C.C. last night.

### Division II

CRAIGENGOWER v. C.S.C.C.

On their own ground, the Craigengower C.C. defeated their neighbours, the Civil Service C.C., by three shots.

This match provided an exciting finish, as the C.S.C.C. were leading by one shot at the last head of the last rink to finish—Wiltshire v. Murphy. The home skip won deserved applause when he notched four shots to win as stated above.

Play was very even in the Rosset-Haynes rink, the score standing at 7-6 in the former's favour, at the 6th head, which included a 5 by Rosset at the 3rd head. The home rink then monopolised the scoring up to the 11th head when they led 20-6. Haynes could do little, but retaliated from the 16th to the 18th heads when he chalked up a total of 9 points (4-3-2). Rosset then leading 23-17. The C.C.C. added six shots in the last three heads and won by 29-17.

Wiltshire and Murphy were neck-to-neck all the way up to the 16th head when the score stood level at 15-15. Haynes notched three singles thereafter but conceded six shots to Murphy in the last two heads.

Although Collins led by two points (4-2) at the 6th head, he found Archibald's rink in fine fettle, the former being easily defeated by 12 shots.

Craigengower

D. K. Kharas

W. Langenstrass

D. Clow

C. S. Rosset

(Skip) ..... 29

W. Field

Gill

J. Cavanagh

J. Wiltshire

(Skip) ..... 21

Pennick

H. V. Pearce

J. Abbas

W. Collins

(Skip) ..... 10

(Skip) ..... 60



## WATER FROLICS AT KOWLOON.



Scenes and incidents on the occasion of the Royal Naval Dockyard Swimming Carnival on Saturday, August 10, as depicted by a cartoonist with a fine sense of humour.

### K.B.G.C. v. YACHT CLUB

On their own ground, the Kowloon Bowling Green defeated the Royal Hong Kong Yacht Club by 29 shots.

Warren ran away with 7 shots in the first two heads with Edwards and kept the lead up to the end when he won by 8. A feature of the play was a 5 for the home skip at the 12th head. Edwards' "highest" was a 4 at the 11th.

In the second rink, the visitors opened with a 2 and a 1, to which Bell replied with two 2's. In the next four heads, the Yacht Club scored 9 shots whilst Bell got a total of 4, the former then leading by 12-8. The K.B.G.C. men caught up and drew level at the 16th head (16-16). Play was then remarkably even up to the last head when Bell scored 4 and beat Chapman by three shots.

In the third rink, Roynance had much the better of the argument against W. Macfarlane (who played for the K.B.G.C. last season) and won handsomely by 29 shots. Included in the total of 29 shots scored by the home rink, were a 7 at the 3rd head and 4 and 4 at the 6th and the 7th. Macfarlane got a 3 at the 16th and a 2 at the 19th, all the rest being units in his very low total of 11.

Bowling Green	Yacht Club
H. F. Thompson	R. W. Stevenson
West	Black
W. S. Drake	Hon. Mr. W. T. Southern
D. F. Warren	G. R. Edwards
(Skip) ..... 25	(Skip) ..... 17
C. Hatt	E. B. Reed
Hale	S. J. Jordan
F. L. Rapley	E. W. Carpenter
W. E. Bell	A. Chapman
(Skip) ..... 23	(Skip) ..... 20
H. F. Stoneham	F. Sutton
A. W. E. Davidson	A. T. Hamilton
Phillips	J. K. Shaw
G. E. Roynance	W. Macfarlane
(Skip) ..... 29	(Skip) ..... 11
	77
	48

### T.R.C. v. ELECTRIC R.C.

At North Point, the Taikoo R.C. defeated the Electric R.C. by 15 shots.

Walmsley held the upper hand over Musket for the most part and, building up a margin of five shots (11-6) up to the 11th head, won comfortably by 12 points.

The second rink was a repetition of the first, from the Taikoo point of view, McKechie finishing up 12 shots to the good over Davies.

Webster (for the visitors), however, turned the tables over Munro and led right from the start, being, at the 9th head, as many as 14 shots ahead (17-3).

At King's Park, the Club de Recreio lost to the Kowloon C.C. by 14 shots.

With a 3-2-2-1, Labrum scored a night shot before Soares had a "look-in." The latter secured a single at the 6th head, only to lose 4, 3 and 3 in the next three heads, in the score then standing at 18-1 in the favour of the Kowloon skip. The deficit of 17 points was reduced to

### ST. LEGER ODDS

### Price of the Favourites Lengthens

TRIGO AND WALTER GAY

The price of the favourites in the St. Leger (to be run at Doncaster on September 11) was lengthened. Mr. Frank Haytor's quotation has gone from sixes the field to seven. At the head of the list are Trigo (winner of the Derby) and Walter Gay, at 7 to 1 each.

Artist's Proof, consequent, on being scratched, does not appear. Hotweed and Pennycomequick have gone out to eights and Brienz has shortened to twelves. The following are Mr. Haytor's prices (a quarter the odds for a place), no ways barred:—

7-1 Trigo
7-1 Walter Gay
8-1 Hotweed
8-1 Pennycomequick
10-1 Hunter's Moon
10-1 Posterity
12-1 Brienz
16-1 Haste Away
18-1 Cragadour
20-1 Bosworth
20-1 Mr. Jinks
25-1 Defoe
25-1 Empire Builder
25-1 En Garde
25-1 Grand Terrace
25-1 Nijinski
25-1 Sister Anne
33-1 Costaki Pasha
33-1 Ellenborough
33-1 Gay Day
33-1 Guy Mannerling
33-1 Horus
33-1 Le Voleur
33-1 Totalisator
40-1 Almondale
40-1 Cavendo
40-1 Lemon Car
40-1 Osiris
40-1 P.D.Q.
40-1 Racedale
50-1 Arabella
50-1 Barbizon
50-1 Bulland Bala
50-1 Bullhead
50-1 Bulwark
50-1 Great Scot
50-1 Reedsmouth
50-1 Reflector
66-1 Belle Mere
66-1 Leonard
66-1 Montclair
66-1 Roigrey
66-1 Verdi
200-1 Grand Prince
200-1 Middle East

### BASEBALL

### Opening Game of Season Postponed

The opening League game of the Hong Kong Baseball Association, which was to have taken place yesterday afternoon at Soekmoo Valley, was postponed, owing to the delay in the completion of the stand.

The first game will be played on August 24 between South China and the Japanese Baseball Club, and on the following day, the Hong Kong Baseball Club (commonly known as the Americans) will clash with the Filipino Club (the holders).

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### V.R.C.

### Programme For Second Night Fete

The following is the draft programme of events for the second night fete to be held at the V.R.C. on Saturday, August 24:—  
Diving—Open to the Colony.  
100 Yards—Members (Handicap).  
50 Yards—Boys (Handicap).  
50 Yards—Ladies (Handicap).  
50 Yards Scratch Race—Free Style—Open to the Colony.  
50 Yards Breast Stroke—Scratch Race—Open to the Colony.  
50 Yards Backstroke—Scratch Race—Open to the Colony.  
Team Race—Open to the Colony—six a side, each to swim 50 yards.  
Team Race—Open to H.M. Naval and Military forces—six a side, each to swim 50 yards.  
Water Polo—Chinese Aquatic Sports Association vs. Combined Army and Navy Team.



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# NESTLES RICH THICK CREAM.

11¼ oz., 5½ oz., 4 oz. tins.

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**WHEN CHANG CHANGED**

When Chang, the young elephant

which has just been banished from the

zo as dangerous arrived in Britain

years ago, he loved to be tickled

and was full of fun and youthful

spirits.

He was then less than four feet high

and prospered wonderfully, thanks to

his good mother. But his playfulness

soon took a vicious turn.

After he had violently assaulted his

keeper it was necessary to chain him

by the leg. He was the best musician

among the elephants, and his notes on

the mouth organ raised many a laugh.

---

**A STRANGE SOUVENIR**

My attention was attracted at a

recent dinner-party (says a Lon-

don writer) by a curious ring worn

by our hostess. It was a chretil

of tiny ivories, set in gold. The

earer explained that they were

some of the baby teeth of her

daughter, who in one of these sea-

son's debutantes.







DRINK IT FOR YOUR APPETITE  
ONCE TRIED — ALWAYS LIKED.



Iced or hot, it gives the same delicious  
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**VETARZO BLOOD MEDICINE**  
Never before was there anything like it, nor are its medicinal properties likely  
ever to be required in diseases arising from impure blood. It removes out and expels  
from the vital current every lurking trace of poisonous matter, curing blood and  
skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, eczema,  
gout, rheumatism, gonorrhea or Derrysyphilitic taint, etc. It improves the general  
health and quickly removes long-standing bronchitis, asthma and hatching,  
straining, apoplexy, cough, too often the precursor of consumption.  
LIFE WITHOUT HEALTH IS LIVING DEATH.  
**VETARZO BRAIN AND NERVE FOOD.**  
The Nervous Breakdown and Chronic Weakness.  
THE FOUNDATION OF HEALTH IS A SYSTEM WELL REGULATED.  
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Sold by all chemists and druggists, or by mail to VETARZO, 30, Wyndham Street, Hong Kong.  
Beware of cheap imitations. Only the genuine VETARZO, sold by L. H. CHAN.



The departure  
"A Good Old yesterday from  
Sport" the Colony of Mr.

F. W. Black,  
whose excellent qualities as a  
sportsman have been eulogised  
quite a lot of late, brings to mind  
that but for the good work of  
gentlemen such as Mr. Black, as-  
sociation football in the Colony,  
especially among the Chinese,  
would not have reached the won-  
derful state of proficiency that it  
has reached. It is easily the  
most popular of outdoor pastimes  
among the Chinese, and the man-  
ner in which they have adapted  
themselves to it is not only won-  
derful but likewise highly com-  
mendable. But it has been, very  
largely, because of the good work  
of Mr. Black and Englishmen  
such as he that the Chinese have  
been encouraged to foster a love  
of the game and to persevere  
towards the attainment of a high  
state of proficiency. A splendid  
player himself, "Dai" Black wish-  
ed for nothing more than that all  
other lovers of "Soccer," Chinese  
or Europeans, should also be  
splendid players. He was, as is  
well-known, "Rover" of the  
"Sunday Herald" and the "China  
Mail," and both as a player and  
as a critic he was widely recog-  
nised as "a good old sport."

Quite within  
Not So Long the memory of  
Ago most Hong  
Kong residents

Chinese youths were not only  
reluctant to play "soccer" but  
even to engage in any kind of  
game, ride a "bike" or do any-  
thing of so vigorous a nature.  
But, encouraged by ardent foot-  
ballers such as Mr. Black, they  
first acquired a liking for the  
game as spectators and then a  
real love for it as players.

It is probable that  
"Nippy" the reluctance of  
Chinese the Chinese to parti-  
Players cipate was at first  
largely owing to the

belief that they stood little chance  
against the more vigorous  
physique of the Europeans—

civilians and soldiers—whom they  
saw engaged against each other  
in strenuous contests. The  
Chinese, however, were encour-  
aged to play among themselves  
and, once they had attained to  
some proficiency, they soon found  
that what they lacked in  
"weight" was often amply com-  
pensated by their greater "nippi-  
ness" when dribbling and speed-  
ing "down the wing."

To-day, quite a  
few Chinese Foot-  
ball Clubs in our  
midst are able to  
field teams that  
have nothing to fear from the  
best of the British and Portu-  
guese teams. Not infrequently  
they have shown decided  
superiority in "all departments  
of the game" (to use a phrase  
dear to the hearts of our football  
writers) and have occasionally  
vanquished our best in cup, shield  
and league matches.

That such  
a transforma-  
tion has come  
about is, as  
stated, largely owing to the en-  
couragement the Chinese have  
received from our ardent foot-  
ballers such as our former cor-  
respondent "Rover," than whom  
none was ever more pleased to  
see the Chinese playing with  
spirit and dash and taking defeat  
in the same manner that they  
would take victory—thus indicat-  
ing that they were of the ranks  
of real sportsmen.

While one has to  
admit that the  
tram cars operat-  
ing in Hong Kong  
are by far better than others in  
some other parts of the world,  
the same could not be said of the  
service. The cars in themselves  
are all right. They are kept  
clean, and the majority of the  
Company's servants are polite  
and courteous. But what one  
fails to understand is the keen  
delight the Company take in run-  
ning "open" cars on rainy days.  
On a fine sunny day, one sees no-  
thing else but "closed" cars—  
those with windows on the top  
decks—on the run. One would

then wish for a breath of fresh  
air and long for the "open" cars.  
When it is pouring hard, and one  
jumps into a car, more for shelter  
than to get to one's destination  
quicker, then it is that the public  
wish for the "closed" cars. One  
would have noticed then that on  
rainy days cars whose top decks  
are closed by a canvas screen, are  
mostly on the run, which involves  
the discomfort of sitting on wet  
chairs to have rain pattering  
through the screening, to be in  
darkness, and to be carried past  
one's destination. The "open"  
cars are ideal for a fine day, and  
the "closed" ones should be run  
on a wet day, but somehow the  
Tramway Company seem to have  
a different idea. It is not for a  
moment supposed that the Com-  
pany aim at making their patrons  
uncomfortable, but in their at-  
tempt to preserve their excellent  
"closed" cars, the passengers are  
made to suffer. Which does not  
seem right on what the Company  
really intend.

One looks with  
amazement and  
wonder, at the  
development of  
roads and houses. At present  
work is being speedily carried on  
at the extension of Argyle Street,  
which is to meet Waterloo Road  
in the very near future, and  
carry through past the embank-  
ment at the Kowloon Hospital,  
and then to Kowloon City. The  
work that has been done is the  
cutting of the hill, to the south-  
east of the Diocesan Boys' School,  
which will form the pass for the  
continuation of Argyle Street.  
The building of houses and flats  
on every spare ground available  
marks a new phase in Kowloon's  
development. The flats adjoining  
Saifee Terrace are nearly com-  
pleted. Four storeys in height,  
and of reinforced cement concrete,  
these will stand well for residence  
in the future. Along the Prince  
Edward Road, just a little way  
past the Kowloon Tong main road  
crossing, are several houses, some  
being erected and others well on  
the way to completion. These  
are slightly different in style and  
architecture to the houses in  
Kowloon Tong. Yes; Kowloon is  
advancing by leaps and bounds,  
and will soon be clamouring to  
be made into a separate Crown  
Colony!

## SUNDAY SALLIES.

This is still the month of O-gust.

An Indian Mule Corps driver is  
charged with the theft of an  
umbrella from a bottle keeper.—A  
new industry for Kowloon?

When some men go into a bar  
they become glass keepers for the  
rest of the night.

This has been described as the  
"raining" season.—To be followed  
by the "drying" season, presumably.

Inhabitants of upper floors are  
floored when it comes to getting  
water from the rider mains.

Prospects for more rain seem  
dismal—a Mrs. Drought arrived in  
the Colony on Friday.

By the departure of the Rev. E. K.  
Quick the Colony loses a quick run  
getter at cricket.

Some of the soldiers in our midst  
seem more full of running than  
ever.

A fatal fight has occurred in  
Cross Street—but not over cross  
word puzzles.

Some of these Kowloon musicians  
give themselves airs.

'Tis only right that husbands  
should have a will of their own—  
when they die.

A bus driver the other day tried  
to rush between an Army officer's  
horse and the battery trumpeter.—  
It's uncertain whether he showed a  
disregard for the horse or the  
trumpeter.

A local Magistrate asked a pri-  
soner during the week if he re-  
quired a hair-cut.—Probably more  
than one hair.

Picture postcards have been  
dropped from the "Grat Zeppehn".  
—Any chance of dropping a few  
marks on the poor Russian?

"The streets must be kept safe  
for women" says a Magistrate.—  
For mere men, too, it is hoped (by  
the men).

A youthful burglar pleaded that  
he was chasing a cricket when  
found under the bed of a Chinese  
house.—He was stumped when he  
was ordered to receive 12 strokes.

Owing to the increased size of  
the motor licences special coolies  
are to be engaged to carry them for  
the licensees.

The Committee for the Ameliora-  
tion of Customs and Manners in  
Canton ought to appoint a Sub-  
Committee to function on the trams  
and ferries in this Colony.

The next V.R.C. Fete will be can-  
celled if it is found that the water  
is too wet.

Local Scots are undecided whe-  
ther to plunge on Pennycomequid  
or Great Scot for the St. Leger.

Why not bottles of "Johnnie  
Walker and Valet safety razors for  
the lawn bowls skip who counts  
eight shots on one head?

During the month ended July 31  
bank notes to the value of over  
\$67,000,000 were in circulation in  
the Colony.—Who's got them all?

Share market note: Trams and  
Ferries are still moving.

Incidentally there seems an un-  
healthy demand for yarns from  
Manchuria.

In Taingtau the tael system is no  
longer to be allowed in business  
transactions.—The tale end of the  
tael.

The market for edible marine pro-  
ducts is still weak.—There have  
been more tales of sharks than  
whales in local waters lately.

It's an ill "win" that blows no  
poker player any good.

There was no "camera" in the  
attempted jail escape case at the  
Central Magistracy yesterday.

The Marine Magistrate says that  
taking wine to Aberdeen is like tak-  
ing coal to Newcastle.—But let him  
try to take wine away from an  
Aberdonian.

Camp beds are required at the  
Peak tram station up topside on  
which Civil Servants can recline  
whilst they are waiting for their  
own particular tram.

No good Scout can afford to scout  
"Uncle Charles" page in the China  
Mail.

Victoria Jail must be a funny  
place—some folk try to escape from  
it and others do their best to get into  
it.

At the Volunteers' concert next  
Friday some Volunteers will volun-  
teer some volunteers.

The baseball epidemic has been  
averted for a week.

There is no news of the Glenelg  
Rangers or the Hollywood Street  
United F. C. entering teams for the  
Football League's new season.

A Home padre recently warned  
his people "to avoid the danger-  
ous attractions of seaside resorts  
... the sea disturbs youth-  
ful love."—Maybe he had heard of  
other folks' experiences with  
stickypunks at the beach at Re-  
pulse Bay.

### BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements,  
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Herald," are speedy and effective  
in procuring results. Rate 50 cts.  
for 40 words for one insertion.  
Bring yours in to 3A, Wyndham  
Street or Phone C. 4641.

THE  
HONG KONG  
PENINSULA HOTEL:  
HONG KONG HOTEL; REPULSE BAY HOTEL;  
PEAK HOTEL.

AND  
SHANGHAI  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
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LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

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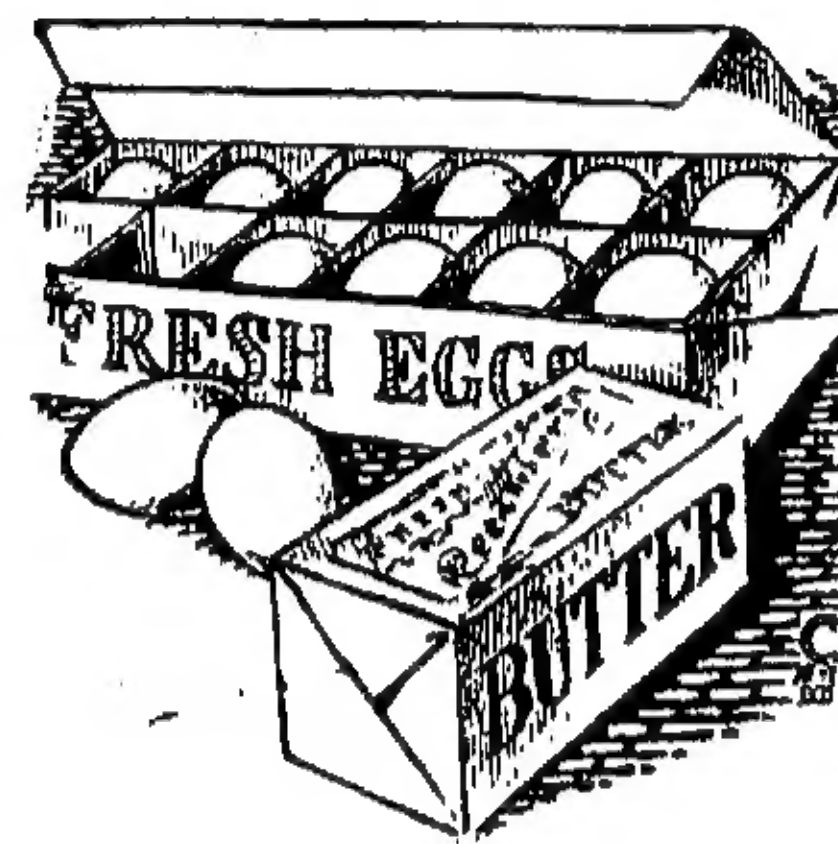
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Tel. K. 120. — Kowloon — Cables "Termotel."

PRIVATE RESIDENTIAL HOTEL—FINE SITUATION  
UNEXCELLED CUISINE.

Most Moderate Terms

New under the personal supervision of the proprietors.



HEALTHFUL

DAIRY DELICACIES.

CREAM, milk, butter, cheese,  
eggs ... as pure and whole-  
some when you buy them from us  
as Nature intended they should be.

The Dairy Farm Ice & Cold Storage Co., Ltd.

LADIES' HAND BAGS

IN

Newest Designs

VARIOUS

Shapes & Colours

NOW

ON DISPLAY.

LARGE ASSORTMENTS

Made of Leather and Silk

Prices from \$2.75 to \$30.00

COME AND INSPECT

There must be a Bag that suits your purpose and taste.

THE SINCERE CO., LTD.

HABERDASHERY DEPT.

LESSEN THE DANGER

of  
FIRE

IN YOUR HOME  
by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA:

DODWELL & CO., LTD.

Tel. Central 1030.

Queen's Building.



**KOREAN MISSION CLOTH**

GUARANTEED

Not to Fade. Not to Shrink,  
Seldom Wear Out.

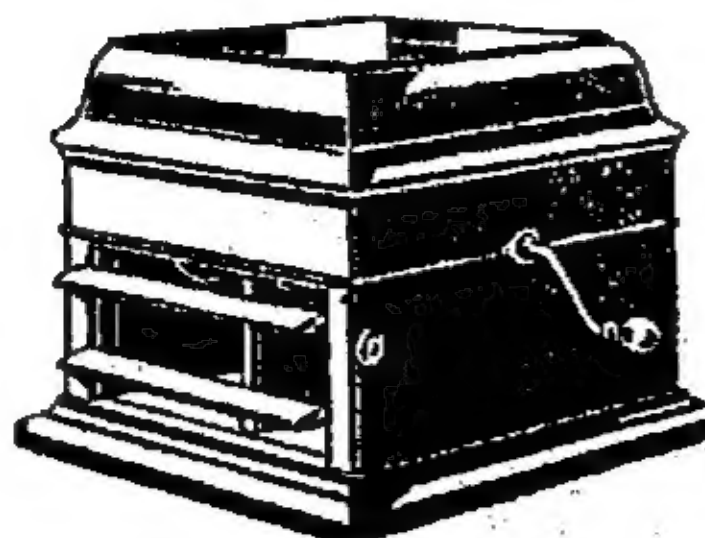
Sole Agents:

**BITZER & CO.,**  
Queen's Bldgs., 2nd floor,  
Ice House Street.**WHY SUFFER?**When a bottle of our  
**Prickly Heat Lotion  
or Powder**is all that is required to give  
you relief.**THE COLONIAL DISPENSARY,**13, Queen's Road C.,  
Tel. C. 1877.**ETCHINGS**YOU ARE INVITED TO Kelly and Walsh's to  
see their selection of new etchings, the largest  
and most varied ever shown in Hong Kong.HERE IS A CAREFULLY chosen selection;  
each etching is attractive and the prices have  
been kept low to give the opportunity of  
purchase to all lovers of art.**ETCHINGS****SUMMER VACATION.  
SPECIAL INCLUSIVE RATES**For trips to JAPAN, INDO-CHINA and JAVA for the  
Summer Months including return Steamship tickets,  
hotel accommodation, baggage transfers, and sight-  
seeing. By this method the traveller is relieved of all  
the annoying details of purchasing tickets, reserving  
hotel accommodation, etc. A safe and convenient  
method of carrying your funds during your holidays is  
by means of our system of Travellers' Cheques. Also  
free from anxiety and insure your personal baggage  
with us at current rates.All further particulars furnished on application  
to:—**THOS. COOK & SON, LTD.**

(Incorporated in Great Britain)

General Foreign Passenger Agents, Pennsylvania Railroad.  
and**WAGONS-LITS CO.**12, Pedder Street Head Office:  
Opposite Hong Kong Hotel. Berkeley Street  
Phone C. 524. Piccadilly, London W.1.**CAMERAS**MANY EXCELLENT MODELS TO CHOOSE FROM  
**DEVELOPING & PRINTING**  
carefully executed with promptness**THE PHARMACY**

26, Queen's Road C. Tel. C. 345

**The Viva-tonal  
Columbia****POPULAR TABLE MODEL  
IN OAK OR MAHOGANY**British  
Made  
Double Spring  
Motor"Piano-Reflex"  
Tone-Arm  
Mounted On  
Ball BearingsNEW COLUMBIA NO. 9 SOUND BOX PROVIDING  
INCREASED MUSICAL RANGE.**The Anderson Music Co., Ltd.****The Hong Kong Sunday Herald.**(Annual subscription, excluding postage abroad, H.K.\$5.50, payable  
in advance)**HONG KONG HERALD PUBLISHING CO.**

No. 3a, WYNDHAM ST., HONG KONG.

Cable Address:—Herald, Hong Kong. Telephone Central 22 &amp; 4641.

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Ltd., 28-38, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, AUGUST 18, 1929.

**An Anomaly At The Marine Court**

IN the latest issue of the "Government Gazette" is to be found the  
official finding of the Marine Court of Inquiry into the stranding  
of the steamer "Lok Sun," signed by the members comprising the  
Court, the first being "G. F. Hole, Stipendiary Magistrate and Pres-  
ident of the Court."

This may convey nothing to the landlubber. But it does convey  
a tremendous lot to those members of the mercantile marine who  
sail in and out of the port of Hong Kong. By them it is only too  
well known that upon the report and recommendations of the Har-  
bour Master rests the decision of the Governor in Council to order  
a Marine Court of Inquiry into any shipping mishap or into any  
matter affecting the discipline. It is clearly contemplated by the  
Merchant Shipping Ordinance that the Harbour Master shall act  
judicially where the discipline of the Harbour is in question and as  
such the Harbour Master is appointed by the Governor to preside  
over Marine Courts of Inquiry.

Remembering the vast powers vested in such Courts it is pass-  
ing strange that no effort has been made to alter the Ordinance so  
as to make it possible for some one other than the Harbour Master  
and Marine Magistrate to act as President of a Court of Inquiry.  
There are numerous reasons, all of them excellent, why the Marine  
Magistrate and Harbour Master should not be a member, let alone  
President, of a Court of Inquiry.

The main reason lies in the fact that it is upon the report and  
recommendations of the Harbour Master that a Court of Inquiry is  
constituted. Naturally, to be in a position to compile such a report and  
make recommendations, the Harbour Master must personally  
become acquainted with the salient facts of any particular  
shipping mishap or breach of the discipline of the Harbour. It con-  
cerns not the issue how he obtains the required information. How-  
ever well intentioned he may be, however desirous to be scrupulously  
fair and just in law and equity, is there not a possibility—human  
nature being what is—for him to be even unconsciously biased, or  
at least influenced, by ex parte statements made to him in his  
capacity of Harbour Master? Why, then should, he be compelled  
to act as President of the subsequent Court of Inquiry ordered to  
be held as the direct outcome of his own report and recommenda-  
tion?

The question is by no means a new one. It is on record that as  
long ago as 1917 the then Harbour Master stated in open Court that  
he would prefer some one else to be appointed President, but that he  
had been appointed by the Governor and so was obliged to perform  
those duties. Then, as now, it was pointed out that the system was  
all wrong—radically wrong. And to-day the bad old system is being  
perpetuated without our legislators troubling themselves to inquire  
whether, under such a system, the interests of justice and of equity  
are being served to the uttermost degree possible.

**HONG KONG FAIRY STORIES**Waste of water will be wel-  
comed.Sunday work is prohibited in  
all Government work.Designs are invited for a Gov-  
ernment clock tower 69 feet 11  
inches high.If no typhoons blow along in  
the immediate future the pre-  
sent signals will be scrapped.The motorist who can blow his  
own horn is a public benefactor.The Kowloon buses may at  
times be crowded but never, never  
overcrowded.Overtime is to be permitted on  
the work of cleaning all the  
statues in the Colony.Excursion buses will be run to  
Tyntak on the day that the  
Colony's biggest reservoir over-  
flows. A special "Press view" will  
be arranged half an hour before  
the first bus is timed to arrive.The V.R.C. have challenged the  
Royal Navy Dockyard to an inter-  
Club aquatic display—losers to  
donate the prizes.Following Whiteaway's ex-  
ample, the flower vendors in  
Flower Street are arranging a  
Dollar Day.All persons caught out in the  
rain with borrowed (or stolen)  
umbrellas will be liable to prose-  
cution.**RIGHTS OF THE PRESS**

During the week comments  
have appeared in one of the  
morning papers and in the  
"China Mail" with regard to the  
lack of courtesy on the part of  
officialdom in not informing the  
Press as a whole of forthcoming  
meetings of public bodies. The  
particular occasion that prompt-  
ed these comments was a meet-  
ing of the Sanitary and Publicity  
Sub-Committee of the Water  
Emergency Committee. Only one  
of the morning papers was able  
to report that gathering, for the  
simple reason that no intimation  
of such was sent to the news-  
papers as a whole. By sheer ac-  
cident the junior morning paper,  
having a member of its staff on  
the Sub-Committee, was en-  
abled to know about the  
meeting and, accordingly, to have  
a report of the proceedings.  
Naturally it is not right that one  
newspaper should have more fac-  
ilities thrown at it, so to speak,  
for reporting public meetings  
than the rest of the Press. All  
should be placed on the same  
level, irrespective of any Press-  
man being present as a private  
member of a Committee or Sub-  
Committee. Moreover, it is  
anomalous that the two oldest  
newspapers in the Colony should  
be left out of account—deprived  
of the opportunity to report the  
proceedings—and that the two  
junior daily papers should be in

**PLEASE NOTE.**

Subscribers of the "Sunday  
Herald" who fail to receive their  
papers regularly are requested  
to notify the offices of the  
publishers, No. 3a, Wyndham-  
street, as soon as possible,  
promptness in this respect mak-  
ing it easier to have the matter  
rectified.

a position to enjoy preferential  
treatment. There must, in  
future, be no such abuse, direct  
or indirect, of the rights and pri-  
vileges of the Press as a whole.  
We, therefore, say that the tem-  
perate comments in one of the  
morning papers and in the  
"China Mail" must receive that  
consideration to which they are  
entitled.

**TAIPO TOPICS**Our correspondent at the front  
writes:—

The demolition of that Govern-  
ment owned malarial pesthole,  
Mold's Bungalow, is proceeding  
slowly but it is hoped that the sum  
obtained for the old materials will  
be sufficient to meet the cost of  
removing the rubbish which is ly-  
ing on the hillside breeding flies in  
millions.

The Mayor stated that he had  
notified the Public Waste Depart-  
ment that if they ever did com-  
mence to shroff up the main road  
they must send out a motor road  
roller because the recent rains had  
penetrated so deep into the Gar-  
bage Heap that there was now in-  
sufficient dry garbage available to  
raise steam to blow the whistle of  
the pea nut roasting machine, let  
alone drive a steam road roller.

The Mayor further stated that  
the Manager of the K. C. Railway  
still had the water supply shut off  
from the kitchen garden and ser-  
vant's quarters at the house occu-  
pied by Tai-po's representative on the  
Emergency Water Committee.

It was decided to purchase a  
hand pile driver with which to  
drive some sense into the nuts of a  
few of the people responsible for  
the continued existence of the  
Anopholes Maternity Home.

**SECRET OF NO. 12**

Everyone knows Nos. 10 and 11  
Downing Street, but No. 12 is known  
only to a comparative few. Its  
front door faces you as you walk  
up the street. Under its shining  
handle is a small knob which if  
you have the right to know the trick,  
turns the latch and admits you.  
It is where the Whips work as  
Junior Lords of the Treasury, coun-  
tersigning cheques for several mil-  
lions on occasion. If you know the  
way, a corridor will take you into  
Whitehall.

**"THE HERALD" CALENDAR**August 20, 1927.—The All-  
Round Chinese Athletes from  
Honolulu visited Macao.August 21, 1924.—The twelfth  
annual Kwangtung held at Tuk  
Hak Tung, Canton, where four of  
Hong Kong's schools were repre-  
sented.August 22, 1849.—Governor  
Amaral, Macao, assassinated.August 23, 1864.—Large meet-  
ing in Hong Kong to protest  
against the Military Contribution.August 24, 1887.—Wreck of  
the C.N. Co.'s steamer "Tientsin,"  
near Swatow.**LETTERS  
TO THE  
EDITOR****THE SEVEN SISTERS**

Sir,—I read the article on the  
"Seven Sisters" in last week's  
Sunday Herald with rather mixed  
feelings. There is only one part of  
it that requires no explanation from  
the writer, and that is, where he  
states that he is a new comer to  
Canton. Had he been resident there  
a few years longer he would prob-  
ably have thrown his epistle into  
the W. P. B. where it rightly be-  
longed. He says "What struck me  
most was the absence of any reli-  
gious atmosphere. Everybody laugh-  
ed foolishly just as if it were all a  
piece of child's-play." Does every  
festival require a religious atmos-  
phere? Surely a little fun now and  
then hurts no one; and I have yet  
to read in "His Book" that such  
innocent amusement as the above is  
condemned. The writer goes on to  
say, "I tried to find out the meaning  
of it all, but they (the Chinese)  
could only tell me that it was an old  
custom." (Evidently they were giv-  
ing him a lesson in the gentle art  
of leg-pulling). "More than that I  
could not learn, nor have I found  
more than a passing reference to it  
in books that have appeared in  
English on Chinese superstitions."  
Every coolie knows the story.  
Has he ever read ancient  
mythology? If not he will find  
under Pleiades—"The Pleiades were  
the seven daughters of Atlas and  
Pleione, nymphs of Diana's train.  
One day Orion saw them, and be-  
came enamoured, and pursued them.  
In their distress they prayed to the  
gods to change their form, and  
Jupiter in pity turned them into  
pigeons, and then made them a con-  
stellation in the sky. Though their  
number was seven, only six stars  
are visible, for Electra, one of them,  
it is said, left her place that she  
might not behold the ruin of Troy,  
for that city was founded by her  
son Dardanus. The sight had such  
an effect on her sisters that they  
have looked Pale ever since."

The Sister in particular to whom  
the feast is given on the 7th day of  
the 7th moon (Chinese) is Lyra,  
the patroness of female industry,  
and on that day the women pray for  
skill in weaving; for Lyra said, "I  
am the weaving girl, what blessings  
do you invoke? The answer from  
the women was, "We pray for  
dexterity in our work." The cow-  
herd your correspondent mentions is  
known to the Chinese as "Hin

for that city was founded by her  
son Dardanus. The sight had such  
an effect on her sisters that they  
have looked Pale ever since."

**LIVERPOOL'S 2ND CATHEDRAL**

Sir Edwin Lutyens, R.A., who is  
famous as the designer of the Cen-  
otaph, has been invited to become  
architect of the Metropolitan  
Cathedral of  
Liverpool, to be  
built as a mem-  
orial to Arch-  
bishop Whitehead.

Thus Liverpool  
will have two  
cathedrals in  
course of con-  
struction at the  
same time.

The one now  
being built for  
the Church of  
Sir E. Lutyens England will be  
borne in mind when the design for  
the Roman Catholic edifice is con-  
sidered. It will be some time be-  
fore the new cathedral takes shape,  
for the site has not yet been chosen.  
A favoured spot is near the Univer-  
sity.

Catholics all over the world will,  
states a writer in the "Daily  
Sketch," help to bear the cost of  
the memorial.

**ENGLAND DRY**

Mr. Guy Warrack, of the Royal  
College of Music, says that the  
Hymn of Praise to the Forest, which  
is to be sung by 700 performers, is  
based on a traditional Sussex song  
that had its vogue immediately after  
Bonaparte's threat to invade Eng-  
land collapsed. The chorus ran  
something like this:—  
Dry, Dry, Dry!  
He swore he'd drink Old England  
dry!

Even now, in out of the way  
Sussex "pubs" you are liable to  
hear it boomed forth just before  
closing time.

**COLLECTING VICTORIANA**

The rage for collecting all things  
Victorian proceeds apace; the  
uglier and more typical of their  
period they are, the higher prices  
they fetch.  
One antiquary says that wax fruit  
under glass shades, Berlin wool-  
work flowers and ball-fringes are  
getting quite rare!

**HER MISTAKE**

"I thought he was a gentleman,  
not a policeman." Woman accused  
at Birkenhead with begging.

Ngau," and is a constellation in  
Aquila. To again quote your cor-  
respondent, "As long as the thing  
remained a mere dumb-show, one  
could look on and be interested in it  
as a piece of folk-lore, but the sight  
of a soul, hungering for the things  
of the spirit and having nothing  
better than these vain things to  
satisfy its longing for God, was  
more than I could stand. I returned  
home, and my last impression was a  
sickly sense of disgust for it all."

If there is anything in the above  
irreligious or in bad taste I should  
be very much obliged to your cor-  
respondent if he would point it out.  
Probably it would be better, if in  
future, he writes on subjects he is  
conversant with. Such vapourings  
as those last week are liable to do  
more harm than good, as our Chi-  
nese friends are just as "touchy"  
in regard to their festivals (and rightly  
so) as we are in regard to ours.  
The legend is a pretty one and can  
do harm to no one.

Yours, etc.,  
H. PEFLOW.

Hong Kong, August 14.

**NORTH POINT BATHING SHED  
COMPLAINT**

Sir.—The Government has  
spent thousands of dollars  
on maintaining public bath-  
ing sheds for the bene-  
fit of the community and it is only  
reasonable for the public to see  
that such moneys are not wasted  
in any way. Saturday last, I,  
with a party of half a dozen,  
paid a visit to the North Point  
public bathing shed and found  
that only a handful of bathers  
was there. Indeed, this shed  
might be regarded as one of the  
best in the Colony if the follow-  
ing complaints were attended to:—

1. The caretaker seemed to be dis-  
interested in any offensive objects  
floating in the water. His at-  
tention was drawn to the carcass of a  
fowl (in a highly decomposed  
stage) about 20 yards from the  
shore. He, however, declared that  
he could not wade to such a depth  
to remove the carcass.
2. The wooden steps of the jetty were  
extremely slippery owing to want  
of attention. While descending  
one of the flights, clinging with  
both hands to side supports, my  
feet slid and I had a nasty fall.  
Had the coles scrubbed such  
steps after rainfall this might  
have been avoided.
3. Formerly, shower baths were pro-  
vided but were subsequently re-  
moved owing to the scarcity of  
rain. Up to the present, these  
baths have been withheld in spite  
of the recent downfall, and we had  
to put on clothes after a bathe  
in the water which had oily, slimy  
matter spread over its surface.  
If all these defects or draw-  
backs are not attended to by the  
Public Works Department, I am  
afraid the daily takings will  
diminish to zero.

Yours, etc.,  
NUF. SED.

Hong Kong, Aug. 13.

**CREST FOR HONG KONG  
FLYING CLUB**

Sir,—The Hong Kong Flying Club  
will require a suitable crest, we  
desire to obtain designs as soon as  
possible. We are of the opinion  
that there must be, in the Colony,  
a large number of artists who would  
only be too pleased to submit draw-  
ings. Through the medium of your  
esteemed paper, we desire to bring  
this fact to the notice of the public.  
In anticipation of your help, we  
thank you for the publication of  
this letter.

It will be remembered from  
previous publications, that we are  
about to receive an Avro Avian  
Hermes Seaplane from England,  
and we have much pleasure in offer-  
ing two free flights to the designer  
of the crest selected, and one to the  
designer of the judged second best.  
All drawings should be sent to—The  
Far East Aviation Company, Asiatic  
Bldg., 1st Fl., Hong Kong.

Yours, etc.,  
R. VAUGHAN FOWLER,  
Manager.The Far East Aviation Company,  
Hong Kong, August 15.**TAKING A CAT FOR A WALK  
ON A LEAD**

Sir,—I would like to ascertain  
what general opinion would be to-  
wards taking a cat out for a walk,  
secured to a lead. In the streets of  
Kowloon. Would it be considered  
the first sign of insanity, or only  
as eccentricity? I have never  
actually seen it done but I under-  
stand that a German resident was  
once upon a time fond of taking his  
cat out for a run; hence my request  
for views of to-day. Thanking  
you,

Yours, etc.,  
ANIMAL LOVER  
Hong Kong, August 16.



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1929

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Pank Tram Station Store, Low Tram Station  
Lee Yee, 12, D'Aguiar Street  
Excelsior Co., 5, D'Aguiar Street.

# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, AUGUST 18, 1929.

9



OF BAKU STRAW. A shady hat with a tulle lined wide brim. Velvet ribbon is caught at the side and velvet flowers provide the trimming. (Messrs. Woodlands, London).



LAWN BOWLS MATCH.—On the Police R.C. rink last Sunday, when the Public Works Department (Burford, Howe, Rose & Hollands) defeated the Education Department (Mycock, Edwards, Hamilton and Brown) by 22 shots to 19 in the inter-Department tournament.—(K. Fujiyama).



HONG KONG'S EAST COAST.—Residences of some of the Colony's Japanese at Shek O, where there is a golf course and a beach.

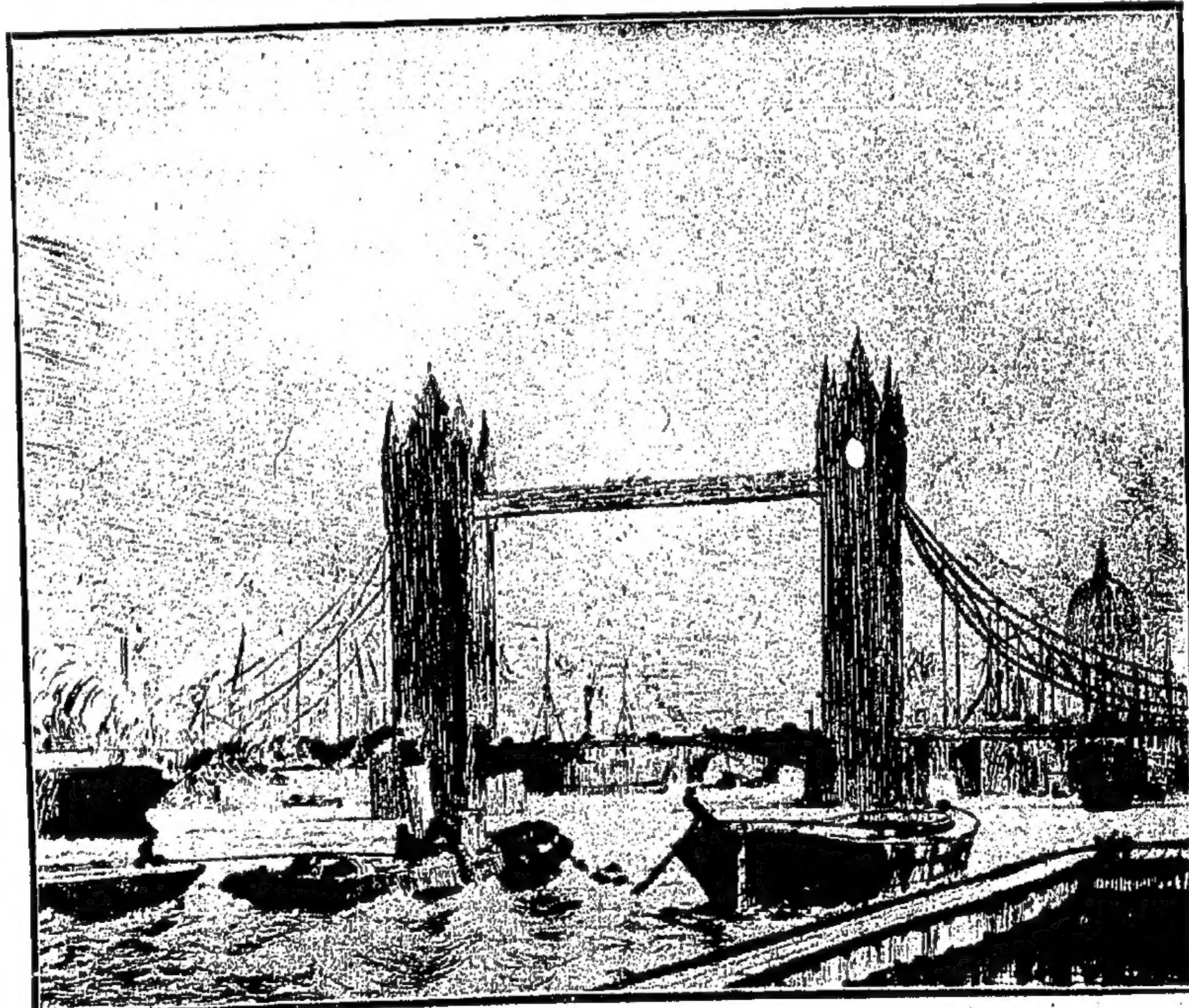


SOVIET-CHINA DISPUTE.—The port of Vladivostok, on the east coast of Siberia, where Chinese are alleged to have been ill-treated by Russians, causing a protest by Dr. C. T. Wang (Foreign Minister) and by Marshal Chiang Kai-shek (seen in uniform).



Land Gate, Rye.

W. F. Barber.



The City Gate.

A. J. F. Bond.

Six of the etchings by famous artists—on display at Messrs. Kelly & Walsh.



Peter Pan.

H. G. Hampton.



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Increase feeling of fitness, and  
Increase in Weight.

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the Tropics

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and boxes of 54 pastilles.

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DESIGNS & SHADES.  
Prices Moderate.KASHMIR SILK STORE  
Opposite Queen's Theatre.

## The Woman's Page



Our Slogan — SERVICE

For  
STRONG  
and  
SUPERIOR  
BINDING.THE NEWSPAPER ENTERPRISE LIMITED.  
3A, Wyndham Street, Hong Kong.

## Four Smart Frocks For To-day

A variety of designs for summer dresses with serviceable pockets  
as the two presented in the lower half of picture

## SHAPELY LEGS

A HEALTHY CONDITION  
ESSENTIAL.

[By Dr. Harold Dearden.]

Many unkind things have been said about the prevailing fashion amongst ladies of going about in short skirts and bare legs, but to the interested observer, it has one very considerable advantage. It simplifies to an enormous extent the diagnosis of varicose veins and knock knees. I was recently dining at a fashionable restaurant in the South of France where almost all the ladies, irrespective of age or shape, appeared in evening dress with their legs, or, at any rate, the seven-eighths of them which were visible, covered in nothing but sunburn. The quantity of varicose veins which met my sympathetic gaze was really remarkable. This being so, it seems to me opportune to say one or two words in this connection.

In the first place, one of the chief causes of varicose veins is some degree of back pressure in the blood stream, which interferes to some extent with the return of the blood to the heart. Obviously the legs are most likely to be affected by this condition, since the blood, as it were, tends to stagnate in the lower extremities; but there is one additional factor, which is very commonly present. A chronically overloaded bowel does more than anything else to impede the return of the blood from the extremities, and it was reasonable to suppose from the complexions of most of the dancers on the occasion to which I refer that most of them were suffering from this condition.

If, therefore, on your return from an evening's gaiety, you scrutinise your ankles, and are compelled to admit the presence of varicose veins, and if still further inspection compels you to recognise that all is not well with your bowel either, you will know at

## Discard Heavy Wardrobe In Summer



If man would only realise what a wide variety of absurdities he indulges in during the torrid period of the year, simply because he allows the heat to "get" him in his all-wool-and-a-yard-wide suits, he would take a tip from women, who need only a hint of a hot spell to reduce their clothing to its lowest possible weight. Dorothy Sebastian, left, knows what she's about. One of her hot weather favourites is this sleeveless frock of rose coloured silk. Fay Wray, centre, is wearing a snappy dress of fifty years ago, demonstrating the type of costume that was popular for summer wear, and, just to show you that women have, at least, "grown up" since that period of unhealthful garments, Doris Hill, right, appears in a nifty little printed silk costume, which is the coolest of outfits and guaranteed to keep one sane while the mercury rises.

## EXAMPLE SET IN HOT WEATHER

Take it easy while the mercury vaults into the nineties. If you don't you may wake up some steaming morning behind iron bars or in a psychopathic ward. If you happen to be a male whose irritability rises with the temperature, keep under a shower.

Most important of all, however, is to dress, rather undress, in proportion with the degrees of heat. Even a 100 per cent. stable mind, which scientists believe to be practically non-existent in the turbulence of modern life, becomes subject to delirium from heat exhaustion under a pure wool serge suit.

In civilised countries we seldom hear of people being crazed by the cold. Science has made it possible for even the poorest man to protect himself from the cold. All our buildings are heated; we can put clothes on our bodies and eat food which adds to the bodily heat.

By the same token, then, people should reduce the amount of clothing they wear in the summer time. Women have been quite sane in this respect. In the spring they begin to reduce the weight of their clothing and continue gradually to do so until the summer finds them wearing the minimum number of garments provided by the statutes and common decency.

But men—do men follow the example of their women folk? They do not. So-called intelligent, civilised men continue to walk the hot pavements of our city streets in nice, hot, woolen suits, vests, and can't imagine why they are feeling the heat so!

Heat exhaustion is no respecter of persons, and therefore does not appreciate the well-known male superiority. Small wonder, then, that men are the most chronic complainers of hot weather.

Mark Twain once said: "Everybody complains about the weather, but nobody does anything about it." This is so applicable to men that the humorist should have specified them in his axiom.

least what to do in your dilemma. If, however, your varicose condition is at all advanced, not all the salads or aperients in Christendom will avail you much. You are faced with a structural weakness which you can only remedy with toll. The muscles of the leg have a very profound influence on the healthy tone of the veins. In the first place, if the muscles are in good condition, their mere support is of considerable value in preventing a distension of the veins. But in increasing this muscular tone care must be taken, or the results will be disastrous. If exercise be taken in the normal position with the body weight supported on the feet, all that will happen is that blood will collect in the distended veins, and the contraction of the muscles will do little more than still further to distend them.

## Beneficial Exercises

The following procedure is well worth adopting in order to rid yourself of this distressing condition. First thing in the morning, before putting your feet to the floor at all, throw the bed-clothes off you and elevate your feet in the air. In this position

and at this time the veins in your legs will be more empty than at any other period in the day, and any increase taken under these conditions will increase the tone of your muscles, whilst the veins themselves are in an ideal state for the purpose in view.

Keeping your legs, then, raised in the air, proceed to go through all such movements as are calculated to exercise the muscles of the thigh and calf. Go through the action of pedalling a bicycle upside down, and continue to do this briskly until you are tired. If you are prepared to attach to your feet two stout pieces of india-rubber, and hold the other ends

in your hands, the increased resistance will be well worth the trouble involved. Next proceed to exercise the small muscles of the calf by alternately flexing and extending the foot at the ankle, and then describe with the toes as wide a circle as possible in both clockwise and anti-clockwise directions, keeping the leg motionless. If you persist in these exercises every morning in the manner described you may hope to excite less interest amongst the spectators at your next appearance in a ballroom. It need scarcely be said that those who have to wear an elastic stocking should put this support on the leg after the exer-

## Another Artist's Conception



Here is another artist's conception of what is fashionable just now for ladies to wear in the Tropics, showing much contrast.

cise, and before lowering the limb to the ground.

## Knock Knees and Bow Legs

With regard to knock knees and bow legs, the matter is not quite so simple. Nature, as part of her purpose, has seen fit to construct all women on a somewhat knock-kneed plan, but while this cannot be avoided, its drawbacks can be minimised very considerably by reducing what may be called the "knobby" outline as far as possible. Whatever opinions you may hold as to the respective intellectual powers of men and women, one glance at the spectacle afforded by the present short skirt will, at any rate, convince you that, in courage at least, woman is in no way inferior. I have a vivid recollection during the War of the agony of mind suffered by some officers in killed battalions, when, for the first time since boyhood, they were compelled to show their knees to the world at large. They were aware in many cases that, however, admirable as joints, these structures could not, by any stretch of the imagination, be described as beautiful, and it is probable that only that access of gallantry peculiar to the time supported them in this ordeal.

With women, however, the matter appears to arouse no tremors whatever. Knees are visible in our land-to-day which would do justice to any advertisement to attract subscriptions for an Indian Famine Fund. Every ligament can be seen stark and ghastly on either side of

an angular and distorted joint or on the other hand, the joint itself is buried from view beneath layers of superfluous fat. Whilst giving full credit for the courage which permits of these spectacles, I am prompted to believe that, in giving a few hints for their amelioration, I shall be at least doing a service to the average male beholder.

## The Only Hope

Here, again, exercise is the only hope. It may be said that since most of these sufferers spend the bulk of their time upon a dance floor, they are surely obtaining all the exercise either necessary or desirable. But this is far from being the truth. The modern dance is conducted almost entirely on the flat feet, which no doubt accounts for the fact that most of the best male exponents are almost indistinguishable from waiters. A straight knee is also, I am assured, essential if smoothness is to be allied to jazz, and beauty result from both. Under these conditions it is plain that the muscles which are responsible for the outline of the knee joint must be almost neglected. In ballet dancing, on the other hand, precisely the opposite condition prevails, and the effects of this upon the shapeliness of the limb are so obvious as to require no emphasis. It is difficult in so short a space to describe the exercises which form a part of the normal training of the ballet dancer, but they are available for the earnest seeker, and their value is beyond pearls.

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FELT HATS,  
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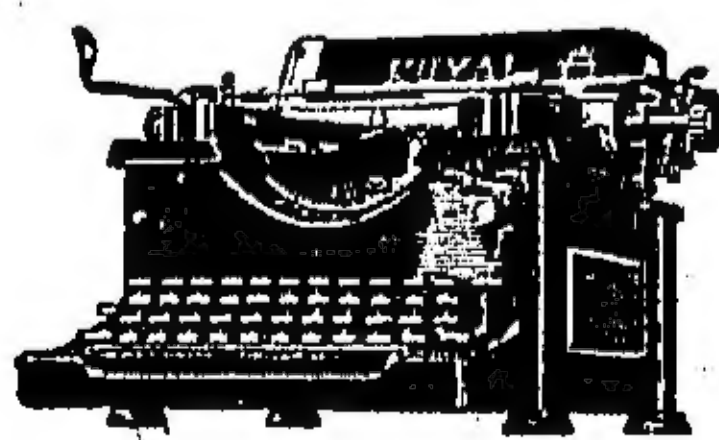
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## White Frock For Formal Wear



A shady question is settled by this hostess' gown on the left, which starts at the shoulders in dashing whiteness, but graduates into pearly grays and dusky black, then terminates in white. The formal gown on the right is of cream satin and bears no ornamentation, depending for its chic on the extremely dashing lines of the dress.—Posed by Jean Arthur.



Camelia

"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted! "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

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NEW  
AUTUMN  
HATS



# ROUND THE GLOBE IN PICTURES

Happy Birthday Celebration Aboard Ship



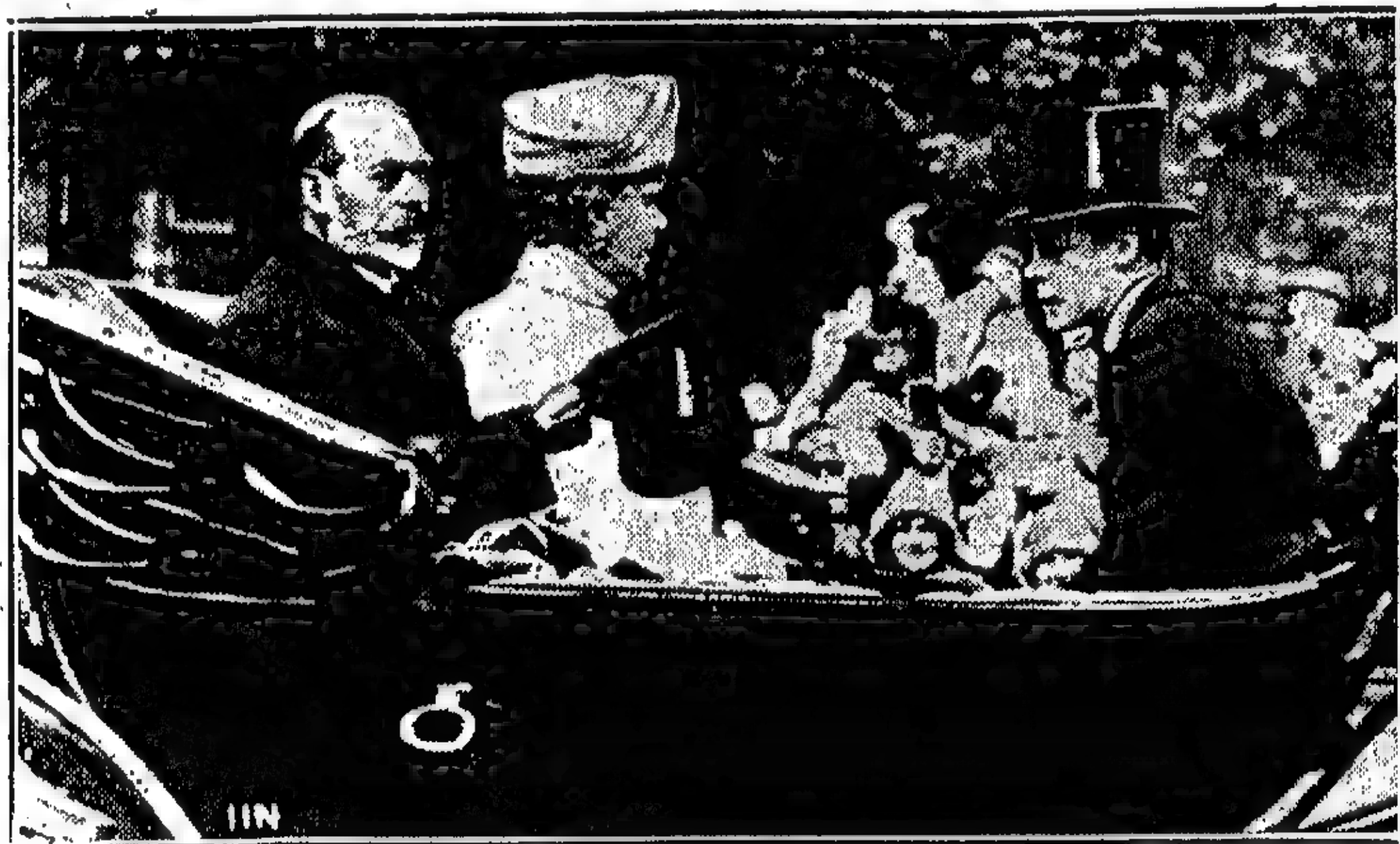
In honour of his younger daughter's 21st birthday anniversary, Captain H. T. S. Pellew gave an interesting party aboard the s.s. "Loongwoo" (of Indo-China S.N. Co.) Capt. Pellew's younger daughter is Miss Dorothy Pellew, whose many young friends were present at the gathering to offer their felicitations.—(Ah Fong).

Stork Visits Irene



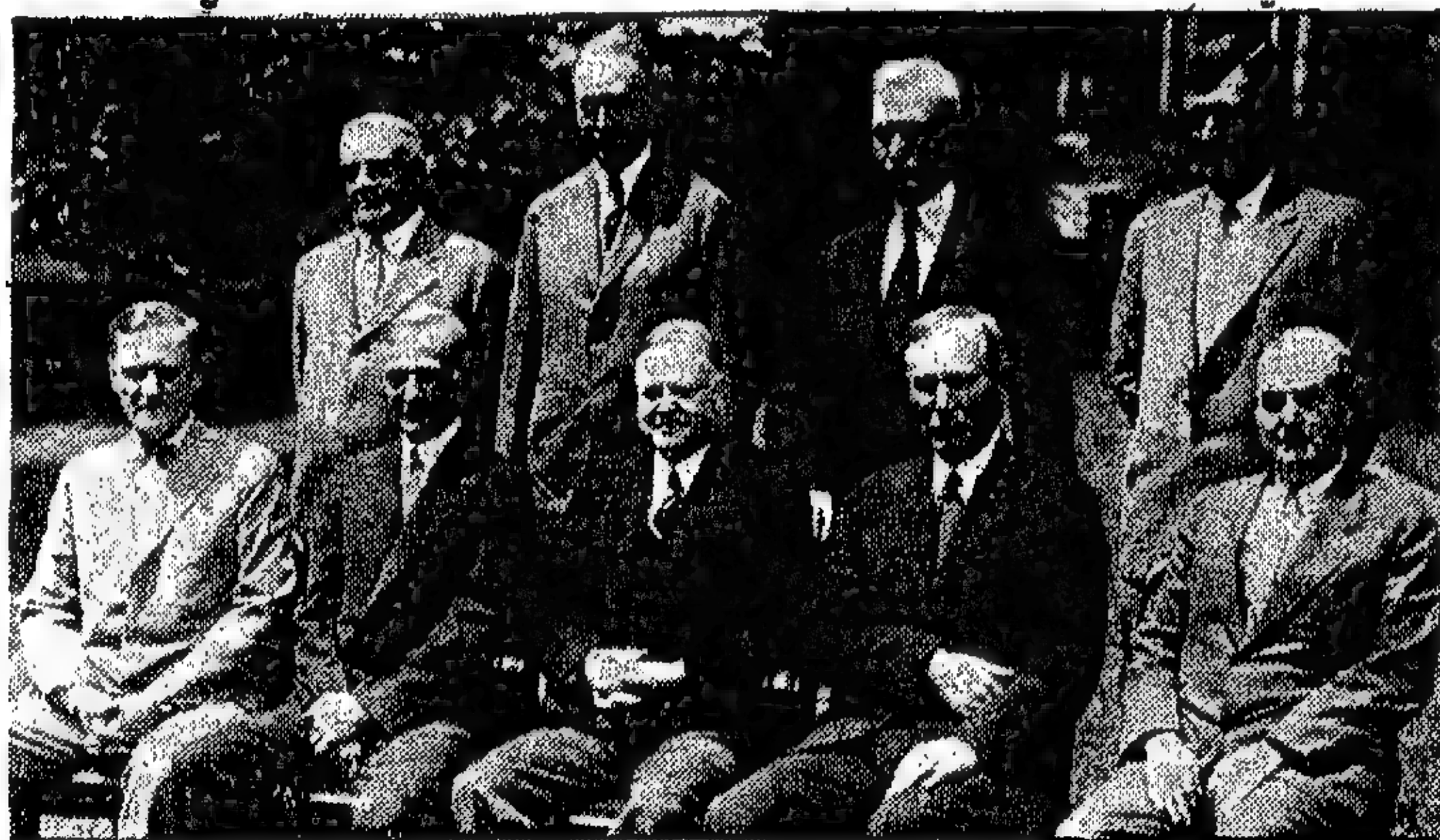
Mrs. Frederick McLaughlin, the former Irene Castle, is the mother of a baby boy. Although the baby had to be placed in the hospital incubator, physicians say the child has an excellent chance of living. Major and Mrs. McLaughlin have another child, Barbara, now aged three and a half.

Thanksgiving Service



The King is shown, above, with Queen Mary and the Prince of Wales, right, on the occasion of the Thanksgiving service at Westminster Abbey.

New Farm Board Starts



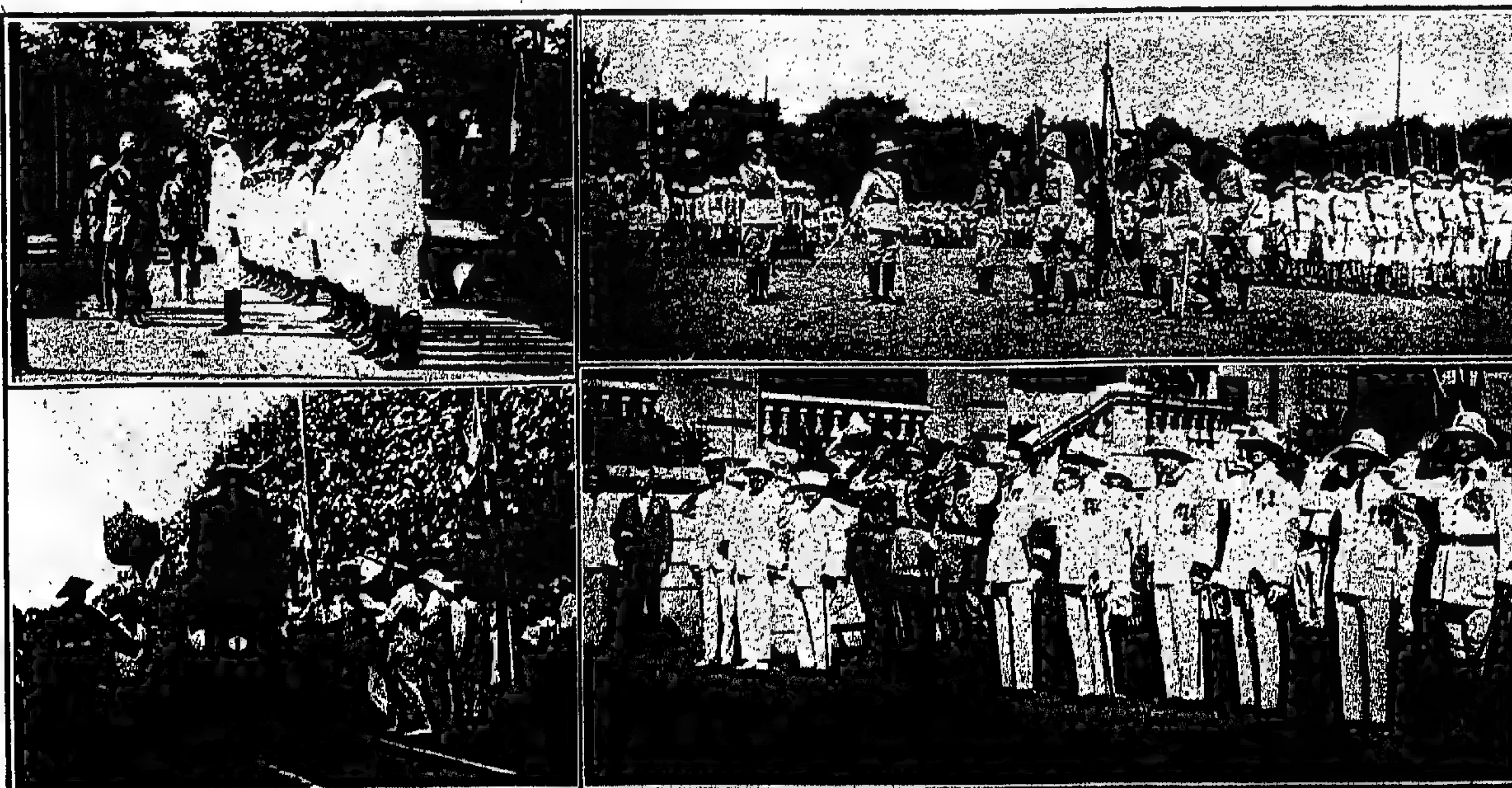
President Hoover sits with his newly created Farm Relief Board at the first meeting in Washington. Left to right, sitting: James C. Stone of Lexington, Ky., vice-chairman, representing tobacco; Secretary of Agriculture Arthur M. Hyde, ex-officio member of the board; President Hoover, Alexander H. Legge, Chairman; Charles G. Teague of Los Angeles, fruit farming. Standing: William F. Schilling of Northfield, Minn., dairying; Charles S. Wilson of Hall, N. Y., Eastern agricultural interests spokesman; Carl Williams of Oklahoma City, cotton, and C. B. Denman of Farmington, Mo., live stock.

Colonel's Wife Now



The reported marriage of Mrs. Basil Miles, above, to H. H. Rogers, millionaire oil magnate, following the latter's divorce in Holland recently, has been confirmed. Col. Rogers is the father of the former Millicent Rogers, who married and divorced Count Salm Hoogstraten, and is now wed to Arturo Ramos.

To The Glory Of France



The French community of Shanghai celebrated in their usual splendid manner their national holiday, in commemoration of the Fall of Bastille. Upper left is a photograph of the inspection of the Volunteer Fire Brigades. Upper right, inspection of various French contingents at Kowloon Gardens. Lower left, an imitation tank car in the lantern procession. Lower right, Military officers and diplomats at the reception at the French Consulate-General.—(Ah Fong).

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See your dentist at least every six months.

Brush your teeth regularly. But don't forget that teeth are only as healthy as the gums. So brush gums vigorously, morning and night, with the dentifrice made for the purpose, Forhan's for the Gums. It helps to keep them firm and sound.

After you have used Forhan's for a few days you'll notice a vast improvement in the way your gums look and feel—firmer, sounder—thus strong enough to resist disease. Also you'll find that Forhan's cleans teeth and helps to protect them from decay.

There are no bargains in health. Get a tube of Forhan's from your druggist and start using it today.

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★ 4 persons out of 5 after forty and many younger are bargain-hunters. They sacrifice health to the extravagant price of neglect.

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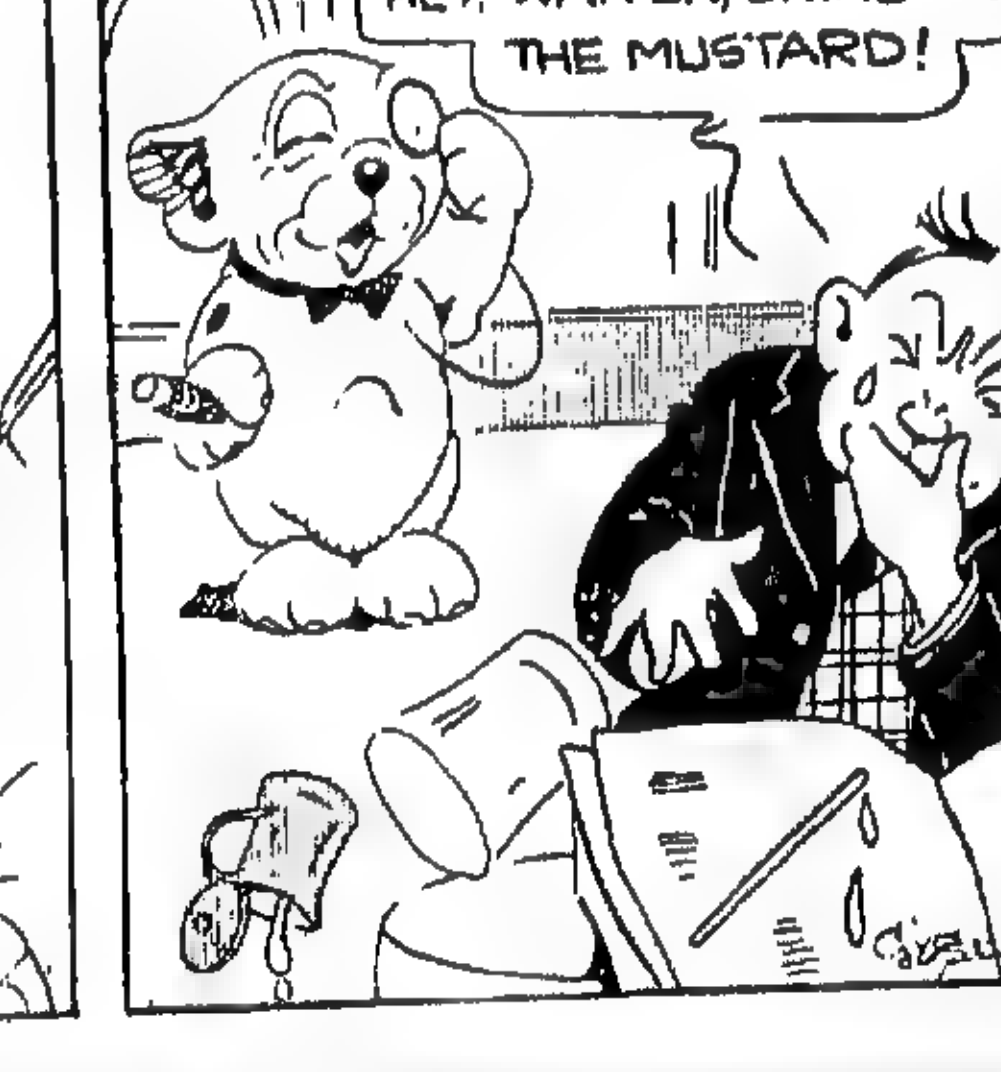
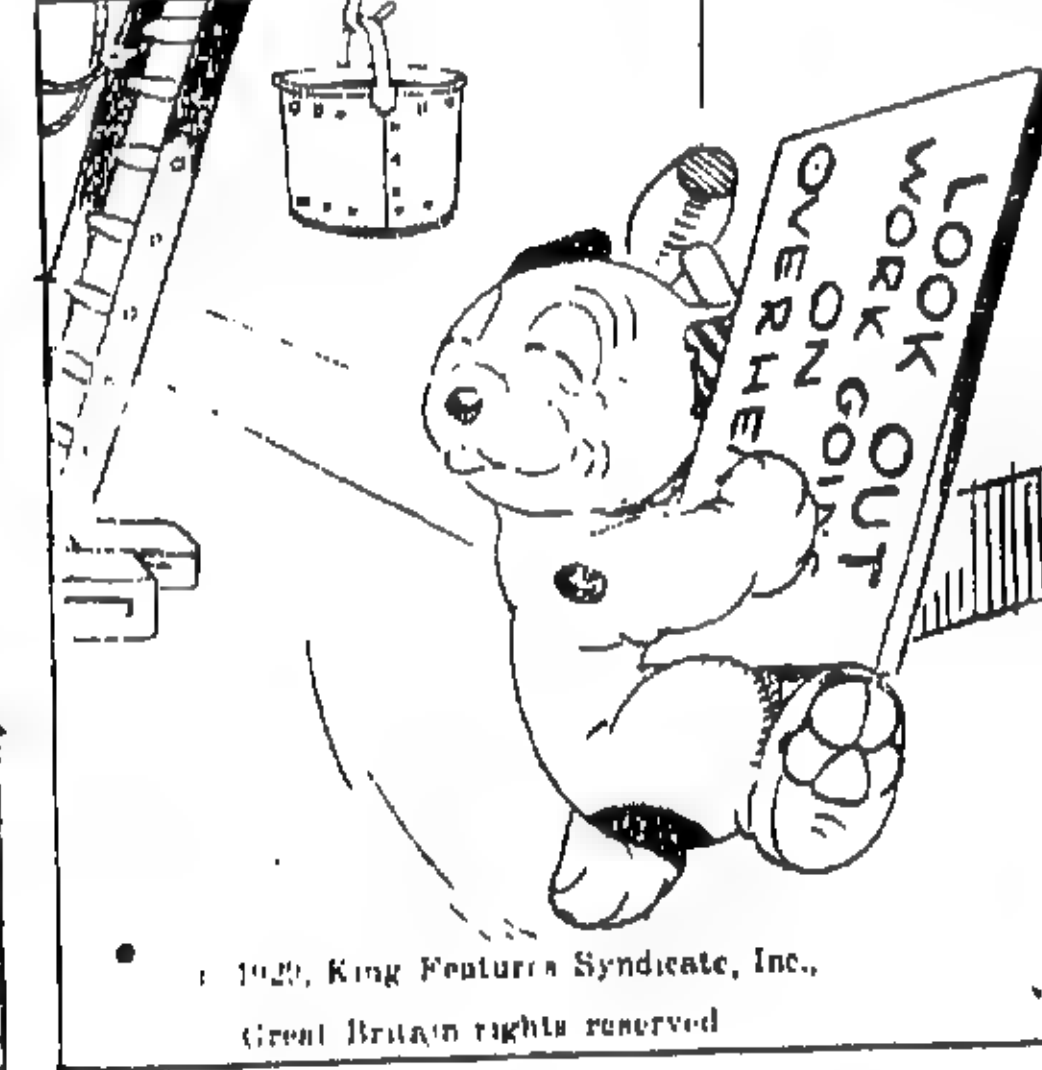
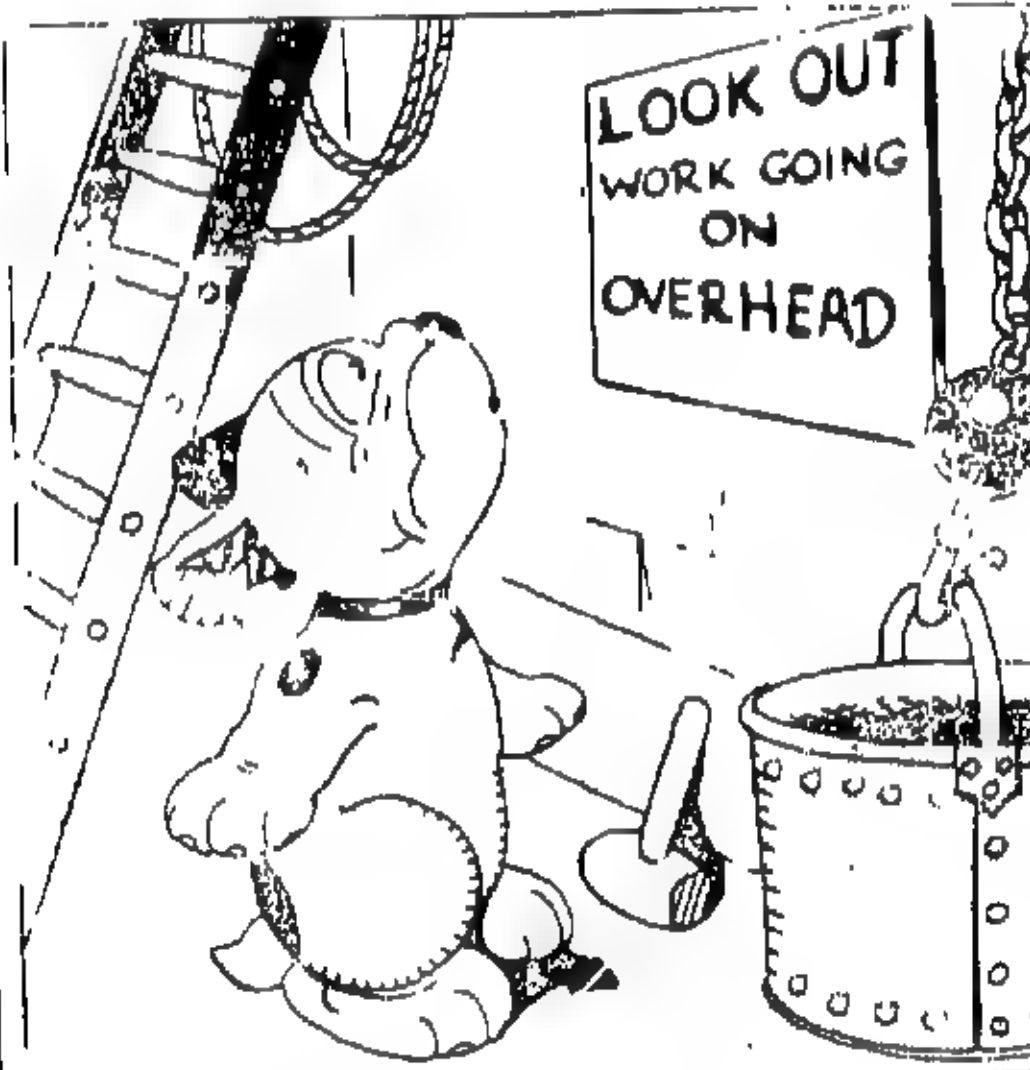
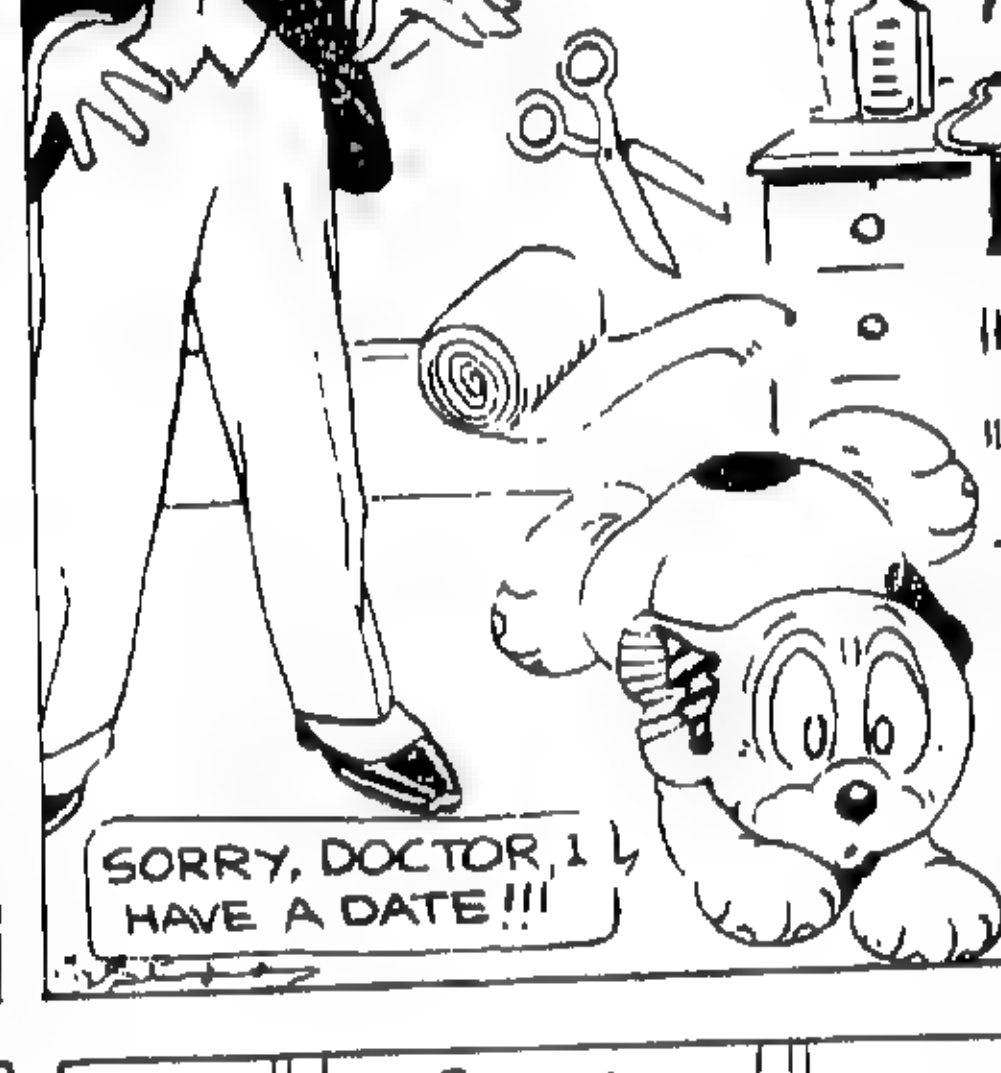
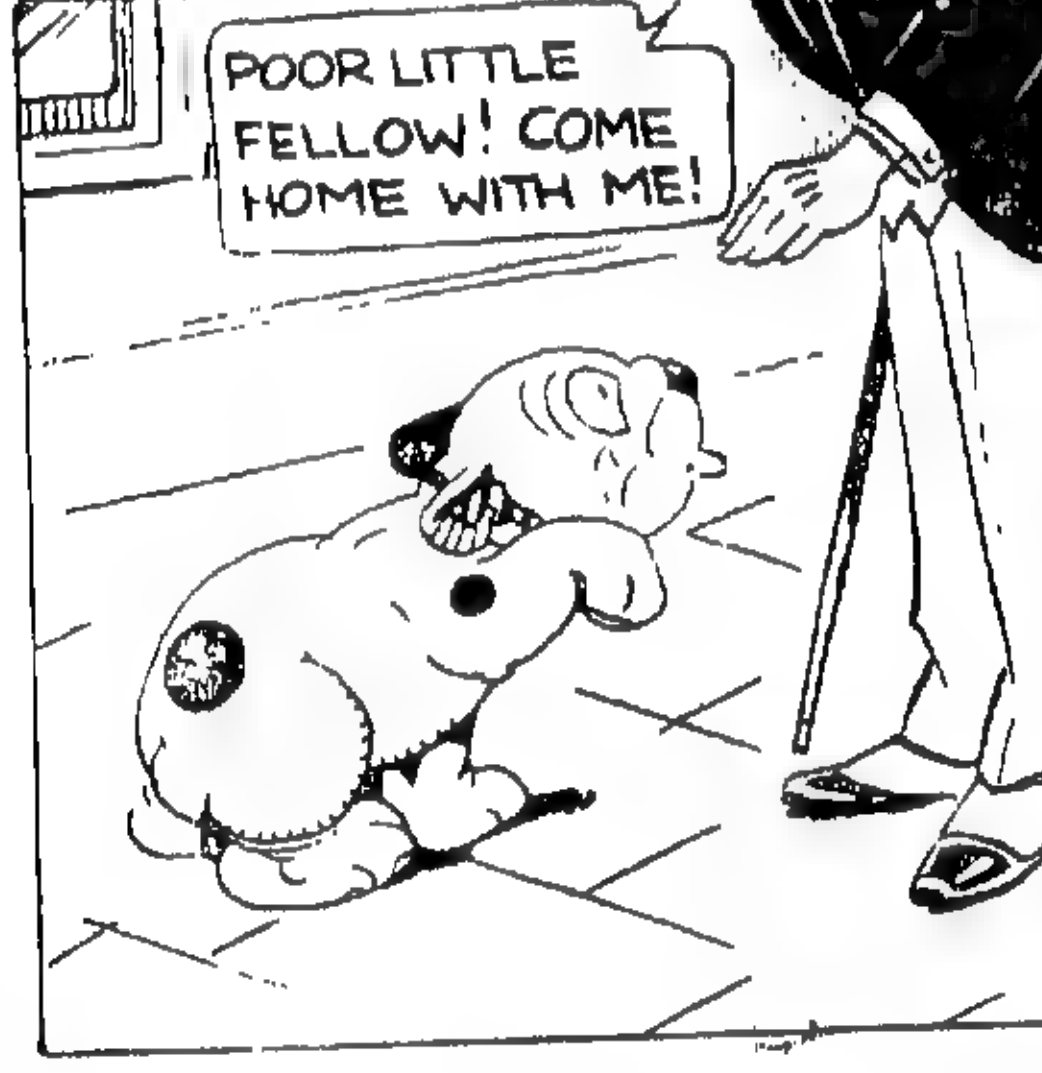
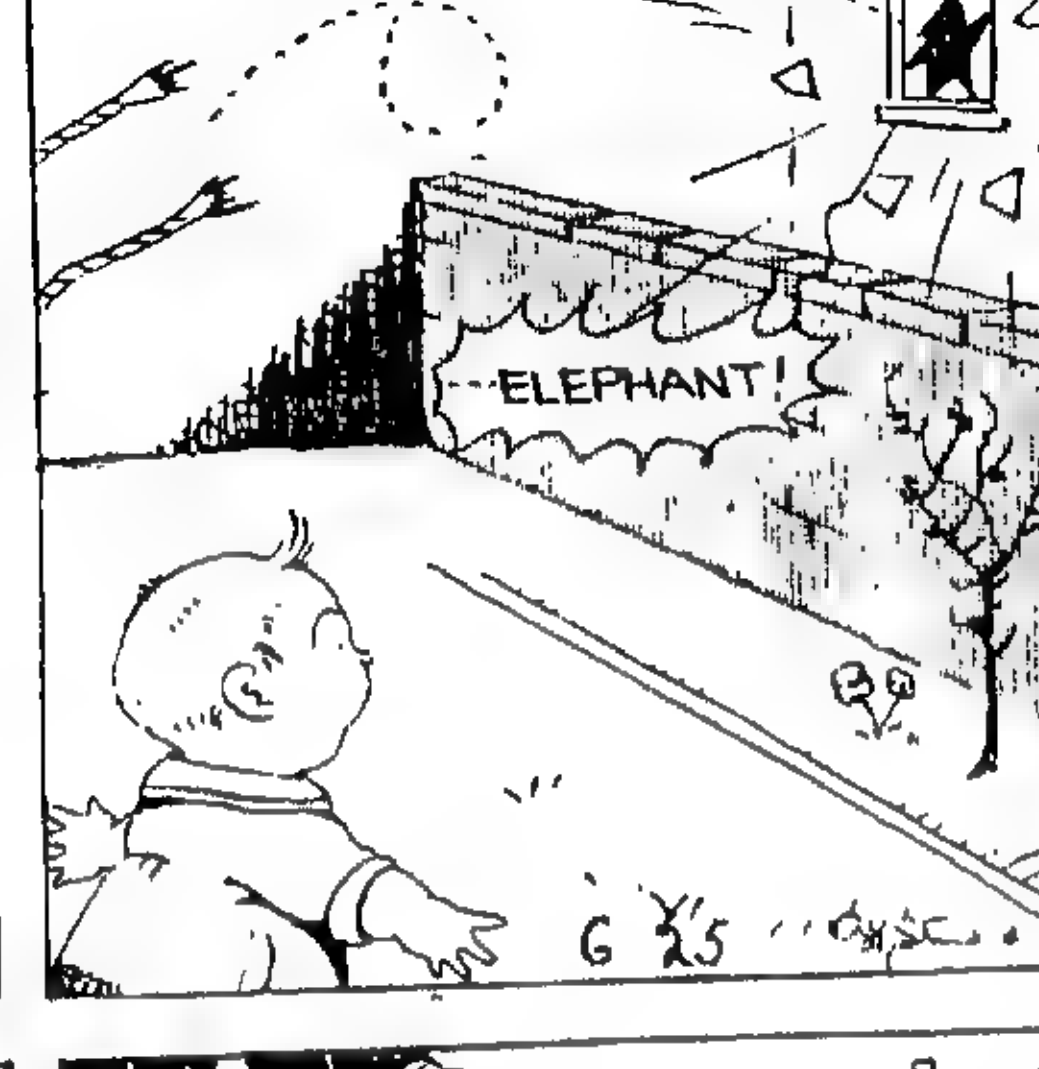
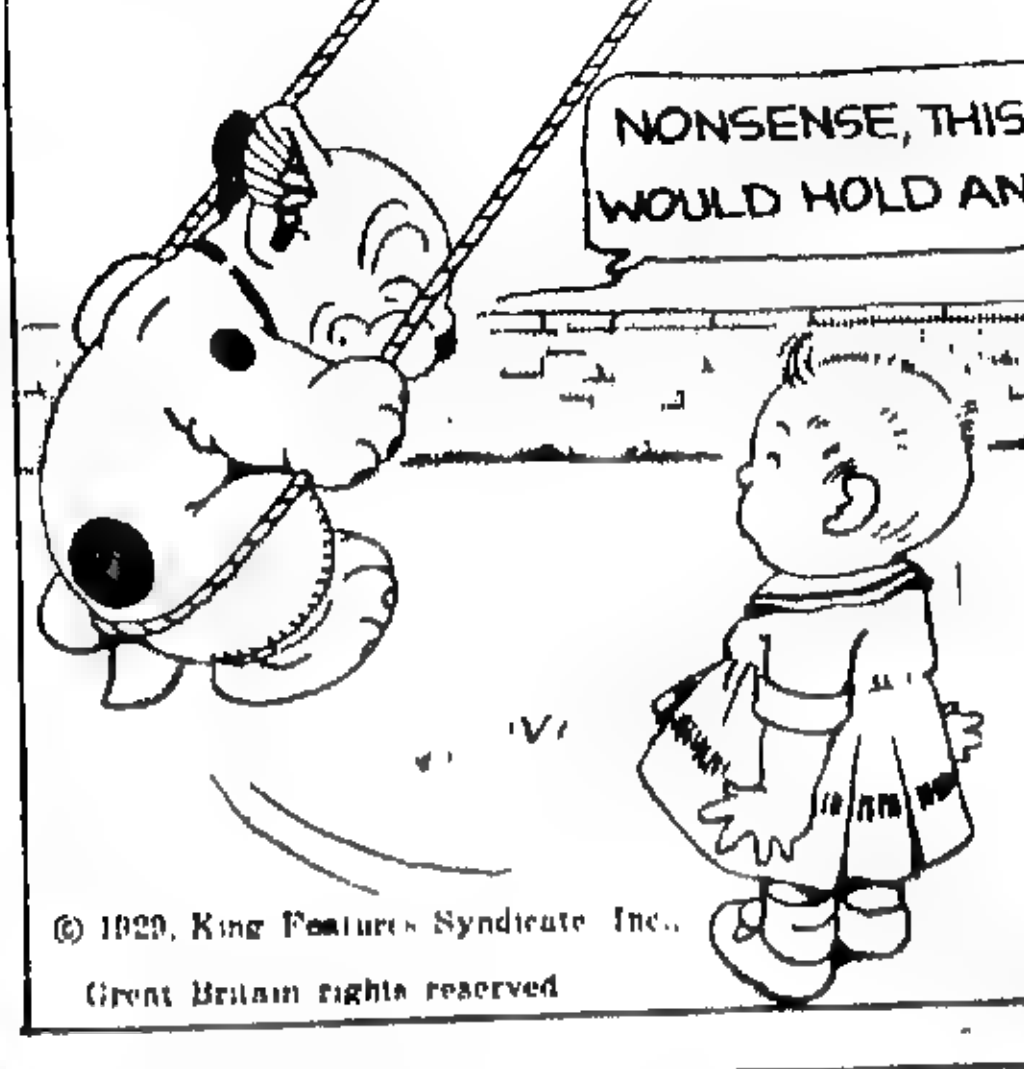
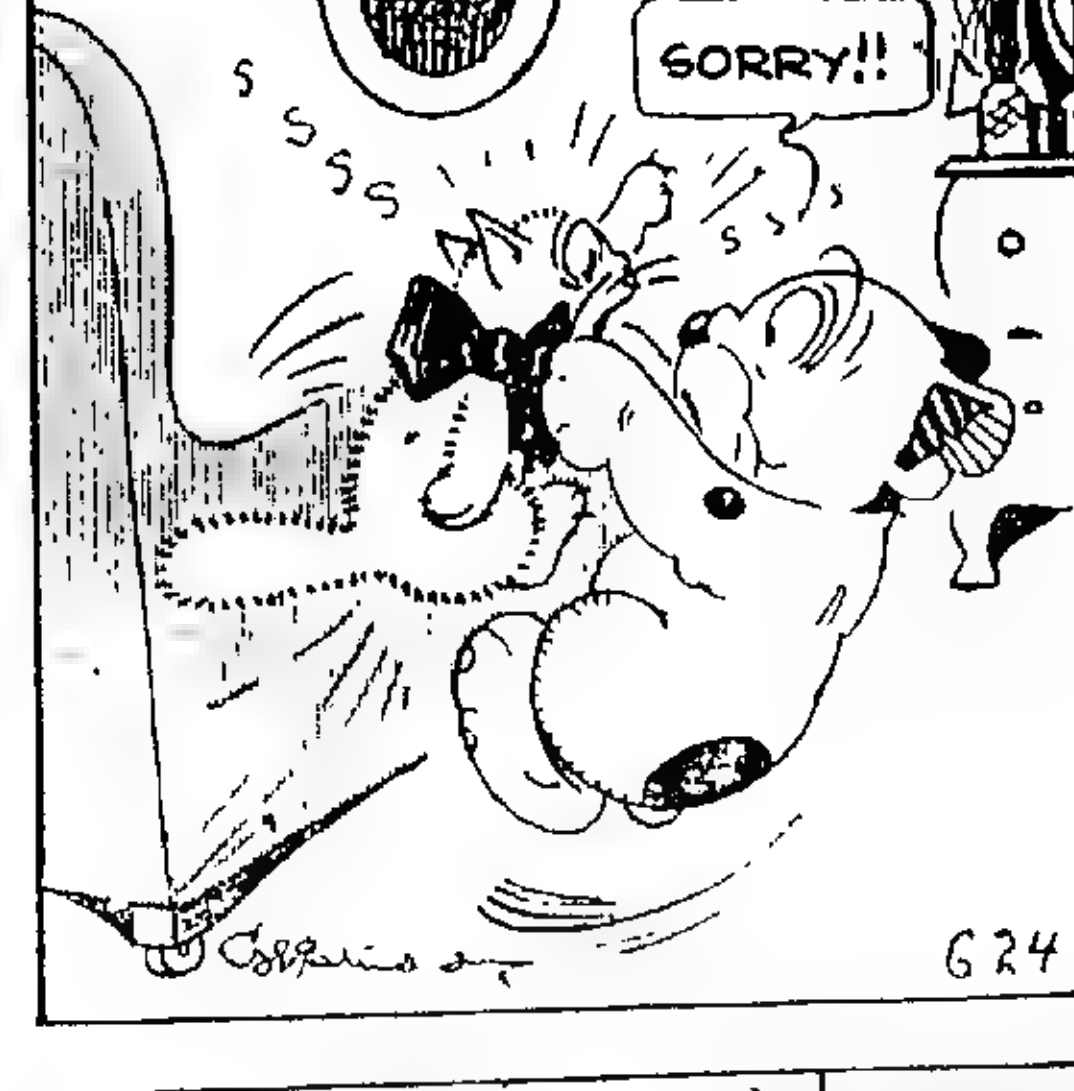
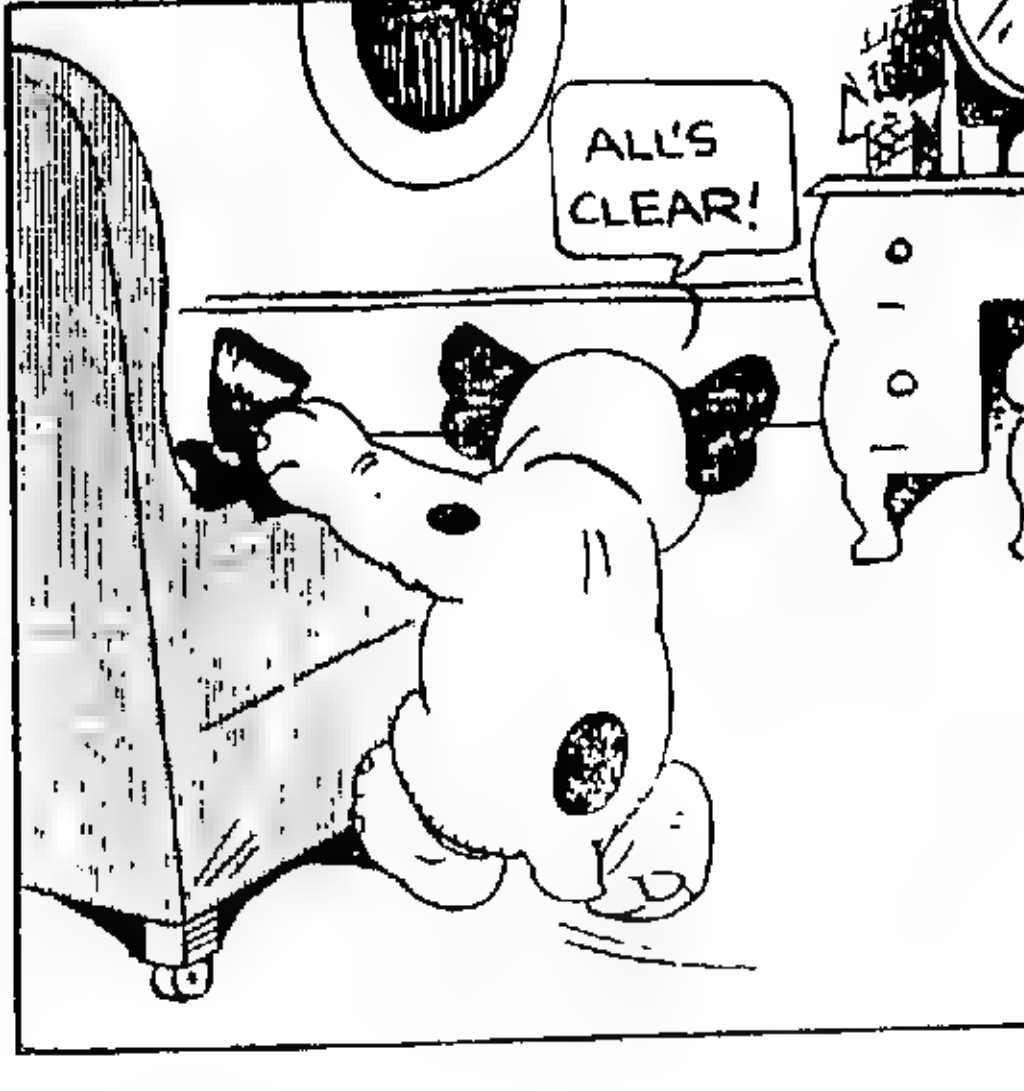
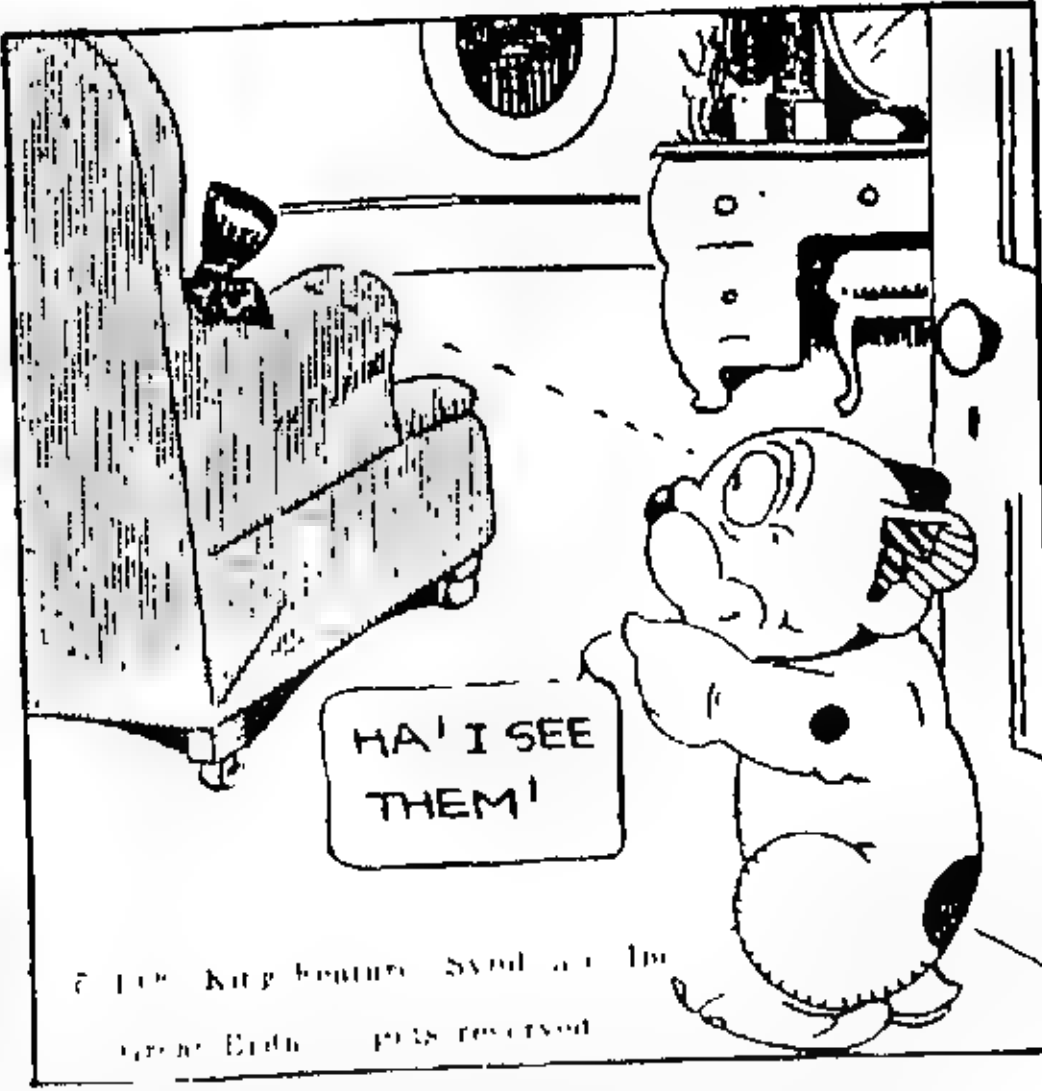
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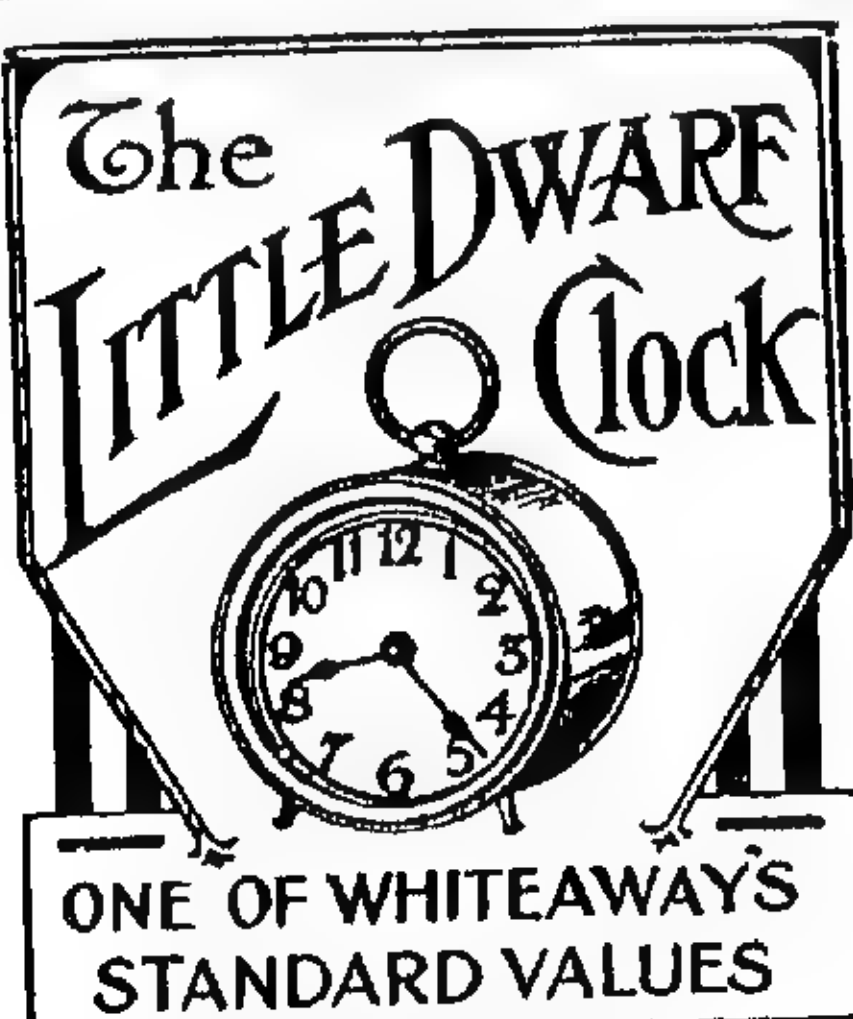
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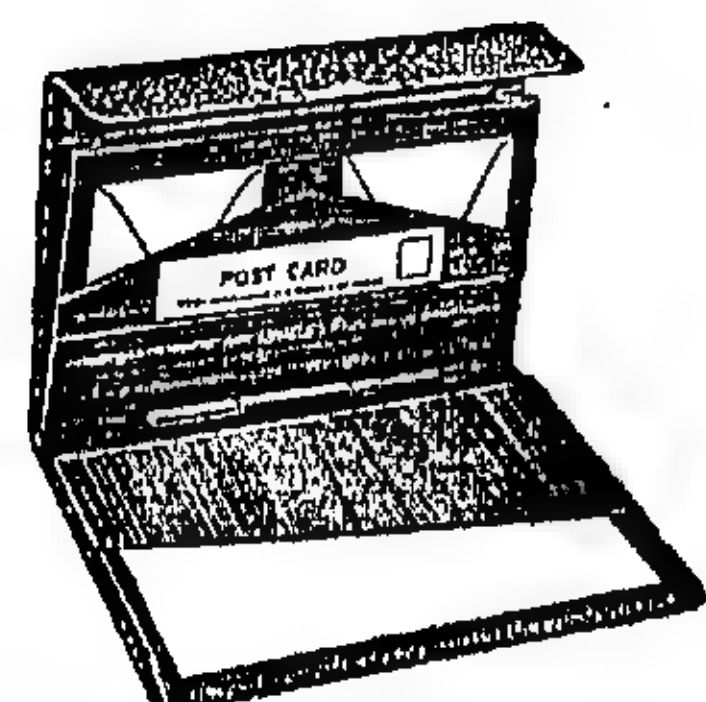
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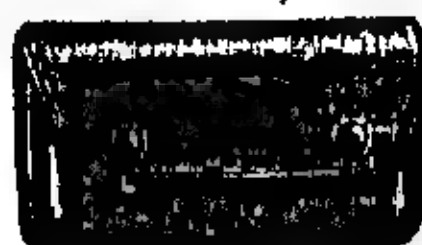


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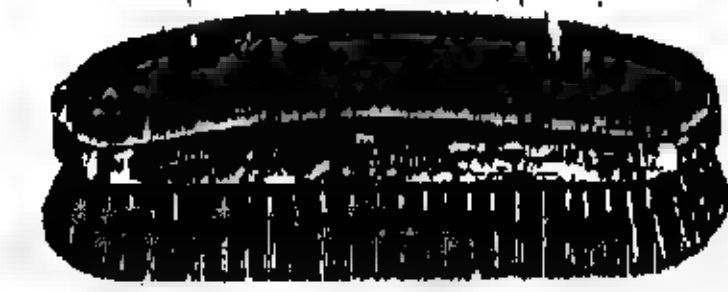
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## NOT SMILING

## Only A Boil on the Face

## HAWKING MINUS LICENCE

A Chinese youth of sixteen stood before Mr. T. S. Whyte-Smith at the Kowloon Magistracy, yesterday morning, on a charge of hawking without a licence.

His Worship: How old are you?

Sixteen.

His Worship: I have a good mind to have you caned.

Det. Sgt. Humphreys: When the "President Madison" arrived last night, he sold his aerated waters to the Chinese passengers.

His Worship: Was he doing a roaring trade?

Well, he sold his drinks at five cents a bottle, and when brought to the station he had 31 cents and an American five cent piece.

His Worship (to accused): What are you smiling for? I am not smiling, your Worship.

His Worship: Very like smiling.

Det. Sgt. Humphreys: Oh, he's got a boil on his face!

His Worship: If you are caught again, you'll get twelve strokes of the cane, cautioned.

## PARSON'S WIFE SUED

## A Dress-Maker's Bill For Dress And Hat

At the Summary Court on Aug. 16, before Mr. Justice J. R. Wood, Miss Hewitt, wife of the Rev. G. H. Hewitt, chaplain to the Royal Navy, was sued by Miss Mabhy, a dress-maker, for the sum of \$27.50, in respect to the altering and making of a dress and the trimming of a hat.

Mr. Hewitt was in Court and told his Lordship that as Mrs. Hewitt was away from the Colony, he had come in her stead to answer the summons. He admitted that only \$8 was due to the plaintiff, because the dress did not fit his wife.

Miss Mabhy said she had spent a lot of money in changing and trimming the hat which was an old one. Mrs. Hewitt was quite satisfied with the dresses when she tried them on, including one which she purchased when the Duke of Gloucester visited the Colony. If Mrs. Hewitt had not been satisfied with the "fit" she (Miss Mabhy) would have altered them.

His Lordship adjourned the case sine die pending the return of Mrs. Hewitt. Mr. Hewitt agreed to pay the money into Court and of that sum he handed \$8 to Miss Mabhy for the amount admitted.

## CURIOS FOR "TOMMY"

## Tresspassing on Military Land

A Chinese was yesterday morning, at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith, summoned for tresspassing on land at the Hankow Barracks, Shamshuipo.

It appeared that accused had visited the barracks on Wednesday and sold some of his curios to the soldiers who told him to come back on Friday, to be paid, but he was arrested, when he returned, by a Military Policeman.

His Worship pointed out that no doubt the soldiers liked buying curios but accused was not to go to the barracks, without permission.

As the complainant, Sergt. Nichols, Somerset Light Infantry, was not present in Court, nor was the G.M.P., who were both in another case at the Central Magistracy, his Worship discharged accused.

## VERY KIND HEART

## Sergeant Buys Licence For Hawker

An aged hawker stood before Mr. T. S. Whyte-Smith at the Kowloon Magistracy on a charge of hawking within the Shamshuipo Market limits.

Accused pleaded guilty.

His Worship: Sergt. Jessop has been good enough to buy you a licence—I know, very kind heart. But please don't take my licence from me, your Worship! I will starve.

His Worship: But you must follow the regulations on your hawkers' licence. Fined four dollars or seven days' jail.

## A KEW FAVOURITE

Joey, the crane at Kew Gardens, is in fine trim. The veteran has survived the trying winter and chilly spring and now basks in the sunshine by his favourite haunt, the tea house. With neck stretched to its limit he takes his bread from the counter and forgets to pay. No one has ever heard of a Mrs. Crane—Joey is a happy and contented bachelor and takes his evening stroll down the rhododendron walk to the lake all on his lonesome. Joey's family connections and pedigree are "wropt" in mystery.

## SUNSHINE AND RAIN

## Means And Extremes For July

## SOME COMPARISONS

According to the meteorological observations made at the Royal Observatory, there was a total rainfall of 22.700 inches in July as compared with 14.595 for the same period last year.

During the whole month there were 23 wet days, and the total hours of sunshine were 176.7 as compared with 213.2 hours in July last year. No sunshine was recorded on only two days. Rain fall statistics follow:

Observatory	No. of Days	Inches
Kowloon	23	22.70
Botanical Gardens		
Hong Kong	24	22.23
Malinda Hospital		
Mount Kellett	24	1.73
Golf Club, Fanling	24	24.64
Police Station, Taipei	24	20.87

The lowest reading of the barometer at mean sea level was 29.43 inches at 5 p.m. on the 19th.

The maximum gust velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 49 miles per hour at 11.30 a.m. on the 27th.

The maximum temperature for the month was 92.2 degrees on the 4th and the minimum 74.4 degrees on the 12th.

## NEWS IN BRIEF

Between 10 a.m. and 2 p.m. yesterday 0.42 inches of rain had fallen.

The Government is calling for ten new motor road from Garden Road to May road.

One case of small-pox (Chinese) and one of enteric fever (Annamite, imported) were notified on Friday.

Among the forthcoming land sales newly announced are those of a rural building lot on Pakulam road and an urban lot at Wong-mei-chung, Happy Valley.

The lowest open air temperature yesterday up to 2 p.m. was 77 degrees. The humidity was 90 degrees at 10 a.m. and 80 degrees at 2 p.m.

Messrs Ellis and Edgar send us a copy of the July edition of "Figures and Quotations of Local and Other Stocks on the Hong Kong Stock Exchange List."

His Honour the Chief Justice has appointed the Hon. Mr. M. J. Green, who he acts as Colonial Treasurer, to be a Commissioner to administer oaths, in the Supreme Court.

A contract for \$80,535, for resurfacing main roads in Kowloon (Nathan road first section, commencing from Salisbury road), has been awarded to Messrs. Li Sang & Co.

The names of four local public companies have been struck off the register of the Registrar. These are James & A. Wong Co. Ltd., Leong Hing Co. Ltd., Kwai Tai Tobacco Co. Ltd., and Han, Shien Wo Co. Ltd.

The Secretary of State for the Colonies has informed H.E. the Governor that Senor Don Antonio Alexandro Rosello Botelho has been appointed Honorary Consul in Hong Kong for the Republic of El Salvador.

Messrs. Johnley Ching have been awarded the contract, at \$1,040.80 "for the erection of latrine and urinal at Connaught-road West, (a) Wilmer-street 2 seats, (b) Water-street 2 seats, together with drainage and any other contingent work."

Under the Licensing Ordinance of 1887, the regulations covering hawkers in the harbour are further amended. One such amendment (announced in the "Gazette") makes "closing time" in the junk anchorages 11 p.m. instead of midnight.

Another request has appeared in the "Government Gazette" to holders (both sexes) of H.M.'s decorations, other than members of H.M.'s Forces, to inform the Chief Clerk, Colonial Secretariat, so that a complete list may be maintained. Those who complied on the previous occasion need not do so again.

Dr. and Mrs. E. H. Black left for Singapore yesterday by the s.s. "Malva," as did Messrs. S. J. Davey and J. M. Derrin, Mr. and Mrs. G. Keys, Mr. G. R. Keys, Miss I. Jordan, Mr. J. T. MacGregor, Mr. and Mrs. G. B. Page, and Mr. P. R. Tickner.

## WATER ORDINANCE

## Amendments To Local Regulations

## WASTAGE AND METERS

Amendments have been made to the regulations under the local Waterworks Ordinance of 1903.

One such prohibits waste at street fountains and public tanks. Another provides for the calculation of the quantity used by holders of meters when their meter is removed for refixing. Details follow:

1. The following regulation is inserted in the said regulations immediately after Regulation 1:—

1a. No person shall wilfully or negligently misuse or waste, or cause or allow to be misused or wasted, any water taken from a public fountain or public tank.

2. Regulation 8 of the said regulations is amended by the insertion of the words "or on account of any other reason" immediately after the word "alteration" in the second line thereof, and by the addition of the following words at the end thereof:—

"or, at the discretion of the Water Authority, according to the average daily rate of consumption during the period between the two successive readings immediately succeeding the fixing of a new meter, or the refixing of the old meter."

3. Regulation 13 of the said regulations is amended by the insertion of the words "with such variations (if any) as the Water Authority may consider desirable," immediately after the word "regulations" in the fifth line thereof.

3. The following note is added to Form C in the Schedule to the above regulations:—

Note: This form may be altered by the Water Authority as he may consider desirable.

## "PROM." CONCERT

## Fine Programme For Next Friday Night

Owing to the sudden death of Lieut. J. E. Hancock, and as an expression of esteem, the local Volunteers postponed their Promenade Concert on Friday last until Friday 23rd.

These concerts are very popular and the programme arranged for Friday night should be of the best, and with favourable weather, everyone is assured of an excellent evening's entertainment.

The Military Band of the 2nd Battalion, K.O.S.B., by kind permission of Major B. C. Lake, D.S.O. and Officers, under the Baton of Mr. W. H. Fitz-Earle, A.R.C.M., will be responsible for the greater part of the programme.

The Corps Band, under the Baton of Mr. A. J. M. Rodrigues, which has only been in existence for a short period, is appearing for the first time in public in a function of this character.

Mr. and Mrs. D. M. Richards, in conjunction with the Band of the K.O.S.B., have kindly consented to render some delightful excerpts from well-known operas.

The Aloha Serenaders, of whom such a lot has been heard lately, have volunteered to render some fascinating melodies. Their performances to date have been very pleasing indeed.

It is understood that His Excellency the Governor and His Excellency the General Officer Commanding have promised to attend.

The concert will start at 9.15 p.m.

## WEI-HAI-WEI

## Much Used by China Squadron

Whether it is because of the renewal of negotiations for the return of Wei-Hai-Wei to the Chinese, or in spite of it, I cannot pretend to say, (says Truth) but during the past few weeks the China Squadron has been using the base to a much greater extent than for a long time past.

Strategically the place probably has been of little use to us since the Russians were cleared out of Port Arthur and the Germans out of Tsingtau. But it is a fine, spacious anchorage with a naval establishment capable of undertaking minor repairs.

Furthermore, it is a healthy spot with excellent recreational grounds. I believe "Mr. Jelly Belly," famous throughout the China Station a decade ago as a universal provider, is dead, but I do not suppose that his successors, or any of the Chinese trading community of the port, are in the least desirous to see the British clear out.

[Note: Mr. Jelly Belly's successor is to be found in Boone-road, Shanghai, where he has a big tailoring and outfitting establishment. Officers and men of the British Navy are patronising him just as much as they did his predecessor.—Ed. "S.H."]

## NEW ADVERTISEMENTS

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary Measurements	Contents in Sq. feet	Annual Rental	Upset Price
1	ft. ft. ft. ft.	about		
As per sale plan		9,750	112	2,125

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary Measurements	Contents in Sq. feet	Annual Rental	Upset Price
1	ft. ft. ft. ft.	about		
As per sale plan		20,167	220	4,124

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary Measurements	Contents in Sq. feet	Annual Rental	Upset Price
1	ft. ft. ft. ft.	about		
As per sale plan		1,980	12	1,281

## KING'S RECOVERY

## Testimony of Christian Science Church

The following was read from the platform at the services of the Christian Science Parent Church and its branches throughout Great Britain on July 7:—

"This Church joins in the National Thanksgiving offered to-day for the King's recovery."

"In the deepest hour of trial, when the Nation's hopes and fears trembled in the balance, there was added to the devoted endeavours of physicians and surgeons the potent metaphysical aid of practical Christian Science when the members of this Church, in meeting assembled, united with one consent in the silent realisation of Life and Truth as all-sufficient to meet the specific, individual human need."

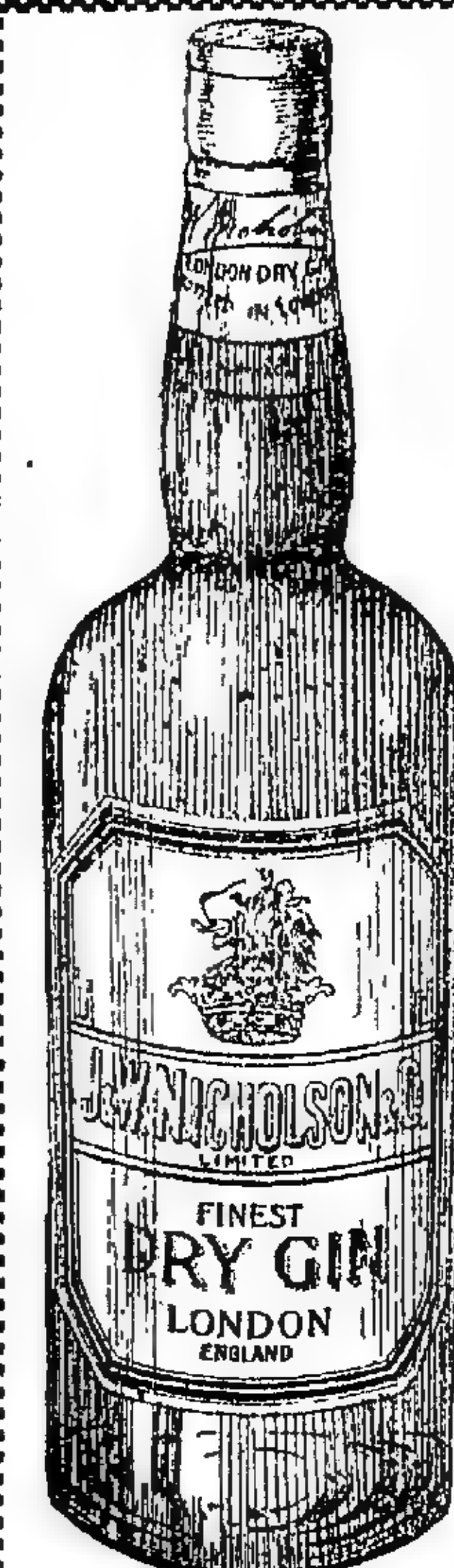
"It is, to-day, the joyous privilege of this Church to bear public testimony of special gratitude to God, the one perfect Mind expressed in the moral and spiritual unity of good, for the outward and actual embodiment of life in the happy recovery of the King."

G. R.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th day of August, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary Measurements	Contents in Sq. feet	Annual Rental	Upset Price
1	ft. ft. ft. ft.	about		
As per sale plan		2,125	112	2,125



## NICHOLSON'S LONDON GIN

Follow LONDON'S LEAD AND DRINK NICHOLSON'S

Sole Agents—T. E. GRIFFITH, LTD.

6, Queen's Road C. Tel. C. 3517.

## To Maintain Your Strength During The Hot Weather You Must Have Vitamins

Vitamins are minute foodstuffs necessary to maintain life and are an essential part of your daily diet.

The constant digestive disturbances inseparable from life near the Tropics tend to exhaust the body of its store of vitamins. Slight disorders of the bowels lead to lasting lassitude and weakness. Dysentery, dyspepsia, diarrhoea, all leave one exhausted and chronically "tired."

Purgatives are only temporary remedies; a two months' course of Ostelin gives lasting results, for it is concentrated Vitamin D, the one vitamin essential to normal digestion.



Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS:—W. R. LOXLEY & CO. Hong Kong P.O. Box 84. Tel. C. 2533.

OSTELIN Renews The Strength Ask your Doctor!



THEY ARE PLEASING!

TRY GOLD FLAKE

GARETTES W.D. & H.O. WILLS BRISTOL & LONDON



## BUSTER'S HILARIOUS COMEDY!

JUST wait till you see Buster and Brown Eyes in his greatest comedy hit! Buster wanted to be a cowboy. So when he found a pair of discarded chaps and spurs, he started out, with Brown Eyes as his only pal. YOU DON'T KNOW WHAT REAL LAUGHTER IS TILL YOU'VE SEEN THIS JOY-RIOT!

# BUSTER KEATON

and Brown Eyes in

## GO WEST

AT THE  
STARTO-DAY AT 2.30, 5.30 & 9.20.  
TO-MORROW AT 5.30 & 9.20

## MOVIELAND

## The Week's Films At A Glance

## QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 &amp; 9.20)

To-day and To-morrow "Publicity Madness." A delightful farce comedy featuring Lois Moran and Edmund Lowe.

Tuesday and Wednesday "The Girl From Chicago." A romance of daring and danger. With Conrad Nagel and Myrna Loy.

Thursday to Saturday "Four Walls." A gripping drama of the underworld. Starring John Gilbert, Joan Crawford, Vera Gordon and Carmel Myers.

## WORLD THEATRE

(At 2.30, 5.15, 7.15 &amp; 9.20)

To-day and To-morrow Douglas Fairbanks' famous production, "The Thief of Bagdad."

Tuesday and Wednesday "Beverly of Graustark." A royal romance, with Marion Davies and a large supporting cast.

Thursday to Saturday "Red Lips." An interesting story of college life, with Marion Nixon and Charles Rogers.

## STAR THEATRE

(At 5.30 &amp; 9.20.)

Matinees Every Saturday and Sunday at 2.30 p.m.

To-day and To-morrow "Go West." A hilarious comedy starring Buster Keaton.

Tuesday and Wednesday "The Untamed Lady." An absorbing drama, featuring Gloria Swanson.

Thursday to Saturday "Gigolo." A fast moving action romance full of human interest. With Rod La Rocque, Jobyna Ralston and Louise Dresser.

## "THE UNTAMED LADY"

Gloria Swanson moves through her splendid picture, "The Untamed Lady," which comes to the Star Theatre on Tuesday, with all the brilliancy and polish of the finished actress and all the buoyant independence and luxurious wardrobe of a society heiress, who has youth, beauty, social position and—twenty million dollars!

Three times she becomes engaged, and each time the engagement is broken off. It is then that fiance No. 4 comes along and determines for her good as well as his own peace of mind to tame her. And then the fun—and action—and thrills, begin in earnest!

Some remarkable yacht scenes during a storm at sea, incidentally showing Gloria shovelling coal in the boiler room, and an exciting chase on horseback, figure in the latter portion of the picture. Lavish staging adds to the pictorial beauty of the picture. Lawrence Gray gives a very spirited performance as Gloria's leading man, and the rest of the cast is well chosen.

Lois Moran has assumed an entirely new, but none the less fascinating personality since her hair was bobbed as part of the plot in "Publicity Madness." With her demure little face and smart boyish-bob she is an intriguing study in contradictory characters.

E. J. Ratcliffe, who is the gruff "Uncle Elmer" in "Publicity Madness" is an Englishman by birth. For the last forty-three years he has appeared on the American stage in a variety of roles.

M. Toront's roosters, a "troupe" of 60 game fowls, will make an early appearance at the Queen's Theatre.

## "FOUR WALLS"

## John Gilbert's Thrilling Picture

## A GANGSTER STORY

Every human being throughout his life is born within the confines of "Four Walls."

This is the theme of a behind John Gilbert's stirring picture of that name, which comes on Thursday to the Queen's Theatre.

Born in a white, so the picture shows, an occasional man or woman will break through the straining walls of convention that surround them and be free. Then they either do great things or society outlaws them. Perhaps they achieve a great love, create great art or accomplish big social achievements. They are the true "free souls."

The locale of the Metro-Goldwyn-Mayer picture is one of the most interesting spots in the world, the East Side of New York City. Here Benny Horowitz, a Jewish boy, grows to young manhood and finds his soul warped by the environment of the street life of a great city.

He becomes a gangster leader; a cool, calculating, emotionless human; a potential killer and a menace to his fellows. The inevitable happens and in a fight over Frieda, his sweetheart, he shoots a man in a Greenwich Village night club.

Again the inevitable happens. Sullivan, an understanding New York detective, pulls him in. He is sent "up the river" for four years as the man he shot did not die.

The scenes laid in the penitentiary are probably the greatest Gilbert has ever brought to the screen. In solitary confinement surrounded by "four walls" of stone the youthful killer begins to find his soul. He realizes that he has been warped by his surroundings and resolves to "cut loose" and go straight on his release.

Four years later the boy comes out of prison to find that "Monk," his lieutenant, has stolen both the leadership of his gang and the girl, Frieda. The latter, however, wants Benny back again and there are marvellously dramatic scenes where she tries to entice him back to her and the old life.

Benny, however, succeeds in going straight. Frieda makes effort after effort and despite the fact that Benny realizes he loves her, he resists. Monk gives a big party in the "East Side Political Club" and invites Benny.

Lonely and deserted, he finally attends only to have Frieda taunt him by announcing her engagement to Monk.

Benny escapes to the roof top with Frieda in his arms. Then comes the greatest scene in the picture, played against the background of the New York skyline where Benny struggles to go back to the fight and Frieda, her own soul suddenly awakened to his danger, pleads with him not to go back to "four walls" of crime and violence.

Benny gives in to her lure and there is a wild emotional love scene. At the very moment when both finally declare their love, Monk appears on the roof. There is a rough and tumble battle high on the roofs above New York, and Benny is "knocked out." To save his life, Frieda clinches with Monk and accidentally shoves him over the side. Benny, recovering consciousness, believes that he did it himself.

The denouement of the story with both the boy and the girl trying to sacrifice themselves is as thrilling and exciting as it is logical. Joan Crawford, as the girl, gives a supreme exhibition of dramatic acting that entitles her to stardom. "Four Walls" is considered one of the best dramatic pictures of the year.

# The Cinema Page

## "THIEF OF BAGDAD"

Douglas Fairbanks' Famous Picture

One of Douglas Fairbanks' greatest pictures, "The Thief of Bagdad," will be shown to-day and to-morrow at the World Theatre. This lively fairy tale of dramatic splendour and entertaining magic, staged in Bagdad where a thief flouts the teaching of the Holy Man. Securing a magic rope he enters the caliph's palace and, seeing the Princess, he forgets he came to steal. Princess from far and near come as suitors for her hand and the thief in stolen raiment audaciously poses as a prince to win her love. Confessing the truth, he goes in deep humility to the Holy Man, who sends him on a quest for a magic chest. After overcoming almost impossible obstacles and experiencing terrifying dangers, he gets the chest. Returning, he learns that a Mongol Prince has seized the city, so by aid of the chest he creates a great army out of nothingness and recaptures it. He wins the Princess and with the aid of the cloak of invisibility gets away from the court, and then on the magic carpet they sail away to happen to.

## "RED LIPS"

New Universal College Picture

"Red Lips," Universal's sparkling story of college life, will be the chief attraction at the World Theatre from Thursday to Saturday. Charles Rogers and Marion Nixon are the co-starring team.

This is the first appearance together of the youthful film couple and they make an admirable pair of lovers. Their romance in this vivid comedy has been called a "song of youth." Miss Nixon plays the role of a charming flapper, her first part in which she is not a "nice girl."

"Red Lips" is an amazingly frank picture, but told by Director Melville Brown with understanding. It portrays youth as few directors have been able to do. It is said.

A cast of Hollywood beauties and juveniles support Rogers and Miss Nixon. Hayden Stevenson, coach of the "Collegians" is again a coach in "Red Lips."

A gangster battle which takes place high up on the roof of a New York skyscraper, is one of the highlights of "Four Walls."

## AT THE QUEEN'S

## Lois Moran in Amusing Comedy

## UNUSUAL ENDING

"Publicity Madness," a hilarious satire on modern business, produced by Fox Films with Edmund Lowe and Lois Moran co-starred in the featured roles, will be shown to-day and to-morrow at the Queen's Theatre.

According to all who have seen this production it is made up of five reels of laughs with a delightful romance and a variety of thrills thrown in for good measure. The situations in which the grandiloquent hero finds himself are especially funny and the unusual ending puts him in complete control of the business.

The story itself was adapted by Andrew Bennison from an original tale by Anita Loos. It deals with a fresh, garrulous, soap salesman, whose ego is only surpassed by the daring of his advertising schemes. After being fired from one concern he worms his way into another old fashioned competitor, and from then on things begin to move swiftly and humorously.

The romance in the picture has to do with his love for the daughter of the president of the second concern, the thrills are connected with a record breaking flight to the Philippines which is part of his advertising scheme.

Edmund Lowe plays the part of Pete King, the salesman and Lois Moran is Violet Henley. Others in the cast are Arthur Housman as a running representative of a credit clothing house, E. J. Ratcliffe as "Uncle" Elmer Henly, old fashioned owner of the Henly Soap Company.

Albert Ray, who already has a long list of comedy successes to his credit directed the production.

## SPAIN'S ACCLAIMED BEAUTY IN FOX FILM

Acclaimed as the most beautiful girl in Spain, Maria Alba, who won the beauty contest in that country held under the auspices of Fox Films, plays her first featured role in "Road House," a dramatic story of the temptations which beset modern youth. The production, which was directed by Richard Rosson, will be seen here soon.

## A COMEDY OF LOVE AND AVIATION!

A non-stop flight on the wings of laughter

WILLIAM FOX PRESENTS  
**PUBLICITY MADNESS**

LAUGHS  
AND  
THRILLS!LOIS MORAN  
EDMUND LOWE

STORY BY ANITA LOOS

Scenario by ANDREW BENNISON

ALBERT RAY  
PRODUCTION

ALSO  
**NEW PATHE COMEDY**  
And  
**LATEST BRITISH GAZETTE**

AT THE

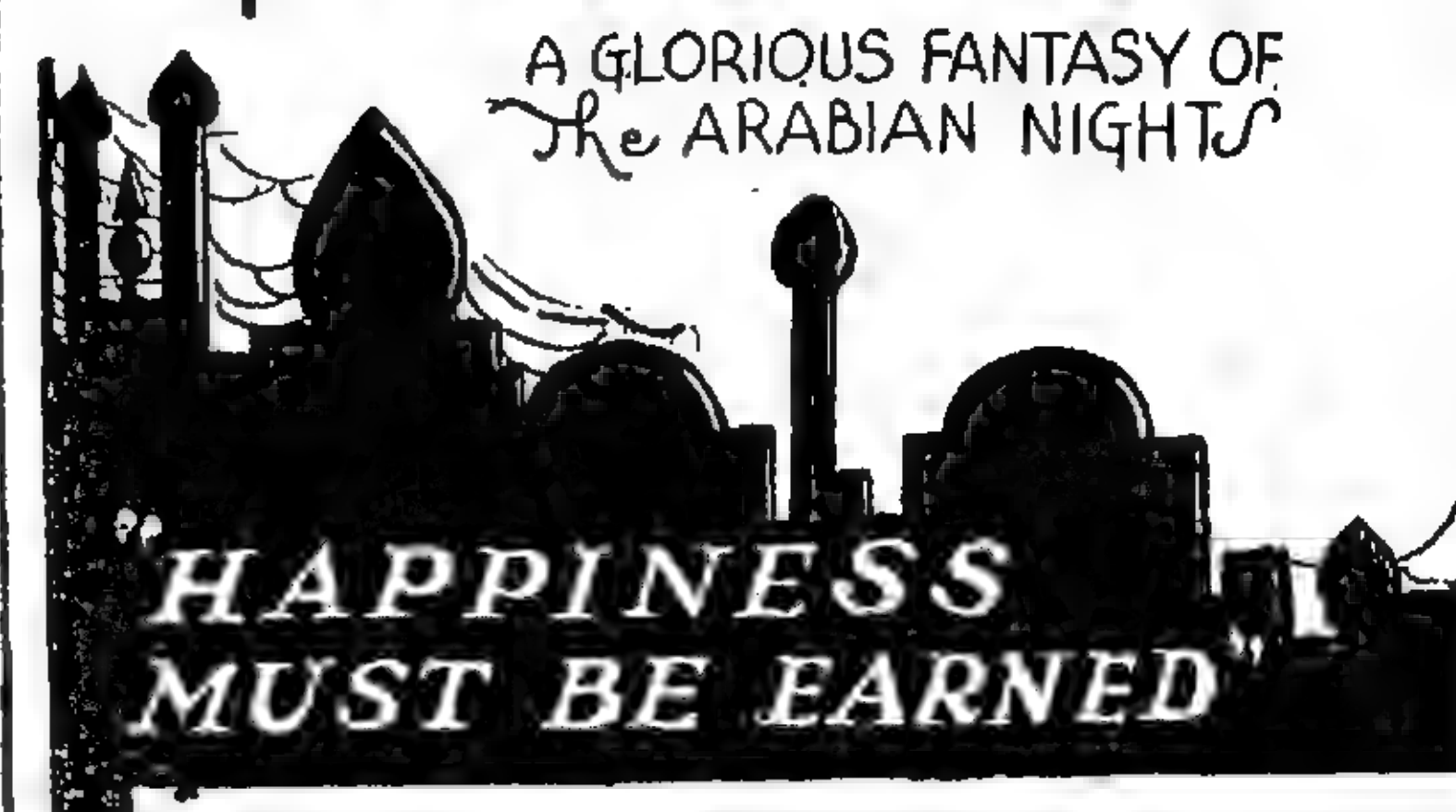
**QUEEN'S** TO-DAY & TO-MORROW  
AT 2.30, 5.10, 7.15, & 9.20.

# DOUGLAS FAIRBANKS

in The

## THIEF OF BAGDAD

A GLORIOUS FANTASY OF THE ARABIAN NIGHTS

HAPPINESS  
MUST BE EARNEDAT THE  
WORLDTO-DAY & TO-MORROW  
At 2.30, 5.15, 7.15 & 9.20.

## EXCITING FILM

## "The Girl From Chicago"

TUESDAY AT QUEEN'S

"The Girl From Chicago," which will be shown on Tuesday and Wednesday at the Queen's Theatre, is a drama of the most thrilling type.

Mary Carlton leaves her Southern home and her before-the-war-time father, to come to the city to free her brother from the clutches of the gang which has placed him in danger of execution. Keen, impelled by her great love, Mary enters the underworld, becoming known as "Molly, the girl from Chicago."

Here she meets and is loved by two men, both of whom she believes to be crooks. One is dapper and well-favoured. The other is Big Steve Drummond, who is in reality what Molly believes him to be. Characters of the tenderloin, cops, and the hodge-podge of the city, surge about Molly, and the pathetically weak figure of the brother whose life is at stake. The old father, back in Dixie, must be kept in the dark as to his son's distress, and the boy must be free. After many hair-raising adventures Molly accomplishes all she set out to do, winning incidentally the heart of the dapper gent, who is not a crook after all.

Myrna Loy has the big chance of her career and she gives a marvellous characterization. Conrad Nagel, who for a large part of the play is in the guise of a bad man—plays with his unflinching manliness and power, and William Russell, as Big Steve, is masterful. Enright's direction shows the good judgment of the producers in choosing him to bring the powerful story to the screen. A great melodrama, superbly acted and staged.

## "GIGOLO"

Thursday's Feature Film  
At Star

In "Gigolo," which will be shown from Thursday to Saturday at the Star Theatre, Rod La Rocque is seen as Gideon Gory, the son of a wealthy western woman whose hobby is Paris. He is wealthy and falls in love with a poor but charming girl—Mary Hubbel. The war breaks, and Gideon finds himself at the front—in the aerial service. He is wounded, his face mutilated, and he submits to a plastic surgical operation. He leaves the service, and his mother having been robbed of her fortune by a rascally secretary, he becomes a gigolo—a professional dancing man in cafes. He accidentally meets Mary, who has now become wealthy, but while he recognizes her, she fails to identify him as her girlhood sweetheart. Then follow a series of many thrilling incidents. Recognition and happiness finally come to both.

The players in support of Mr. La Rocque in "Gigolo" include Jobyna Ralston, Louise Dresser, Cyril Chadwick, George Nichols and others. The story was adapted by Garrett Fort from the famous story by Edna Ferber. The director was William K. Howard.

Some of America's most beautiful girls, each of them a winner in some internationally conducted beauty contest, were picked for the full colour sequences of the Parade of Nations in Fox Films "None But the Brave," which is coming to the Queen's Theatre. Sally Phipps and Charles Morton have the romantic leads in this picture.

Marion Nixon is a splendid foil for Charles Rogers' inimitable brand of humour in "Red Lips."

## FUTURE EVENTS

## Films That Are Coming Here

"The Viking." A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colours. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

"Show People." A fascinating story of Hollywood. With Marion Davies and William Haines.

"Tide of Empire."—Peter B. Kyne's epic of the Argonauts. With Renee Adoree, George Fawcett and William Collier Jr.

"Dream of Love." A colourful drama of love and intrigue. Starring Joan Crawford, Nils Asther, Aileen Pringle, Warner Oland, Carmel Myers and Harry Myers.

"While The City Sleeps." Lon Chaney's startling story of New York's underworld. With Anita Page, Carroll Nye, Mae Busch and Polly Moran.

"Blue Skies." A delightful romance starring Ethel Wales, Helen Twelvetrees, William Orlamond and Claude King.

"None But The Brave." A story of Life Guards and Mermals in a carnival of fun. Featuring Sally Phipps, Charles Morton, J. Farrell Macdonald and Alice Adair.

"Road House." An unusual drama of the modern jazz era. With Lionel Barrymore, Maria Alba and Warren Burke.

"Morgan's Last Raid." A whirlwind of glorious adventure. With Tim McCoy, and Dorothy Sebastian.

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## Movie Correspondence

"YOUNG ASCETIC."—Richard Barthelmess is married to Mary Hay. May McAvoy is married to Maurice Chevalier. "Four Walls" will be shown at the Queen's Theatre from Thursday to Saturday, and "Dream of Love" will probably be screened during next month.

"P.T.E."—Reginald Denny was born in Richmond, Surrey, England in 1894. He made his original stage debut at the age of five as the Boy Prince in "A Royal Family."

The Cinema Page editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

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## "DREAM OF LOVE"

Joan Crawford and Nils Asther are the featured players in "Dream of Love," which is coming soon to the Queen's Theatre as a new Metro-Goldwyn-Mayer production.

The brilliant screen presentation is an adaptation of the famous old French play, "Adrienne Lecouvreur," and was directed by Fred Niblo who also directed "Ben Hur."

In the large supporting cast are Aileen Pringle, Carmel Myers, Warner Oland and many others of note. In the original play, written many years ago, Sarah Bernhardt appeared in the role now played by Miss Crawford.





## STOCKINGS

The resources of a nation are not exhausted, as Mr. Gladstone said on a previous occasion. The wearing of stockings at tennis has been so much discussed that some ingenious person has now put upon the market a kind of liquid rouge which, when applied to the legs, suggests that stockings are being worn when they are not. We have a right to expect our research chemists and those who put their discoveries into practical use to enable us to do without stockings, and yet not earn the mediaeval flogs which apparently await those who offend against good taste in this matter. Although Wembley has said nothing definite on the subject it is quite clear that the stock ingess folk should there be any will be flogged upon.

## South African Girls

The only people who stand out for their opinion are the South African girls. The South African girls, whether of British, Dutch or German descent, are developing a very marked South African personality in both sexes. The fact that the High Commission for South Africa in London is of Dutch descent seems to mean that he is less anxious than his colleagues from Canada, Australia and New Zealand, to ask the favours of the British. For example, he is understood to be those who register themselves as official correspondents to the Royal and other tournaments. The fact that the High Commission is of Dutch descent seems to mean that he is less anxious than his colleagues from Canada, Australia and New Zealand, to ask the favours of the British. For example, he is understood to be those who register themselves as official correspondents to the Royal and other tournaments.

It is a "Smoke Screen" The criticism of the King's speech as "muddled" is expected.

et. i. v. n. o. s. and the chief point about it is that of vagueness. It has been called a "smoke screen" a skeleton which may be clothed with any amount of flesh, great or small, a nebulous effort in which Ministers have concealed their thoughts, or the absence of them. The "Daily Chronicle," which may be held to speak for the Liberal Party, complains, for instance, that Labour is hopelessly divided on the dark question, and is using the Royal Commission as a refuge from internal disputes; that the "re-organization" of the coal industry may mean anything; and that the paragraph about electoral reform is only a little bait artfully flung out to see if the Liberals who suffered so much under the present electoral system at the General Election are ready to bite. "A representative inquiry by a Speaker's conference," it is said, "would mean business."

## Safeguarding

Safeguarding has given the critics of the Government furiously to think. In the debate on the Address Mr. Baldwin, while declaring that the Unionist Party had no desire to offer capacious opposition to the Government, asked for definite information as to Russia and safeguarding and was told that in regard to the former the Government stood by the conditions laid

down in the Zinoviev Note; and as to the latter, they would have no more safeguarding inquiries, they would not renew the present duties; and they reserved the right to repeal them at an early date if practicable and expedient. The recommendations of the Committee on the wool trade's application would not be accepted, and the White Paper would be treated as a dead letter.

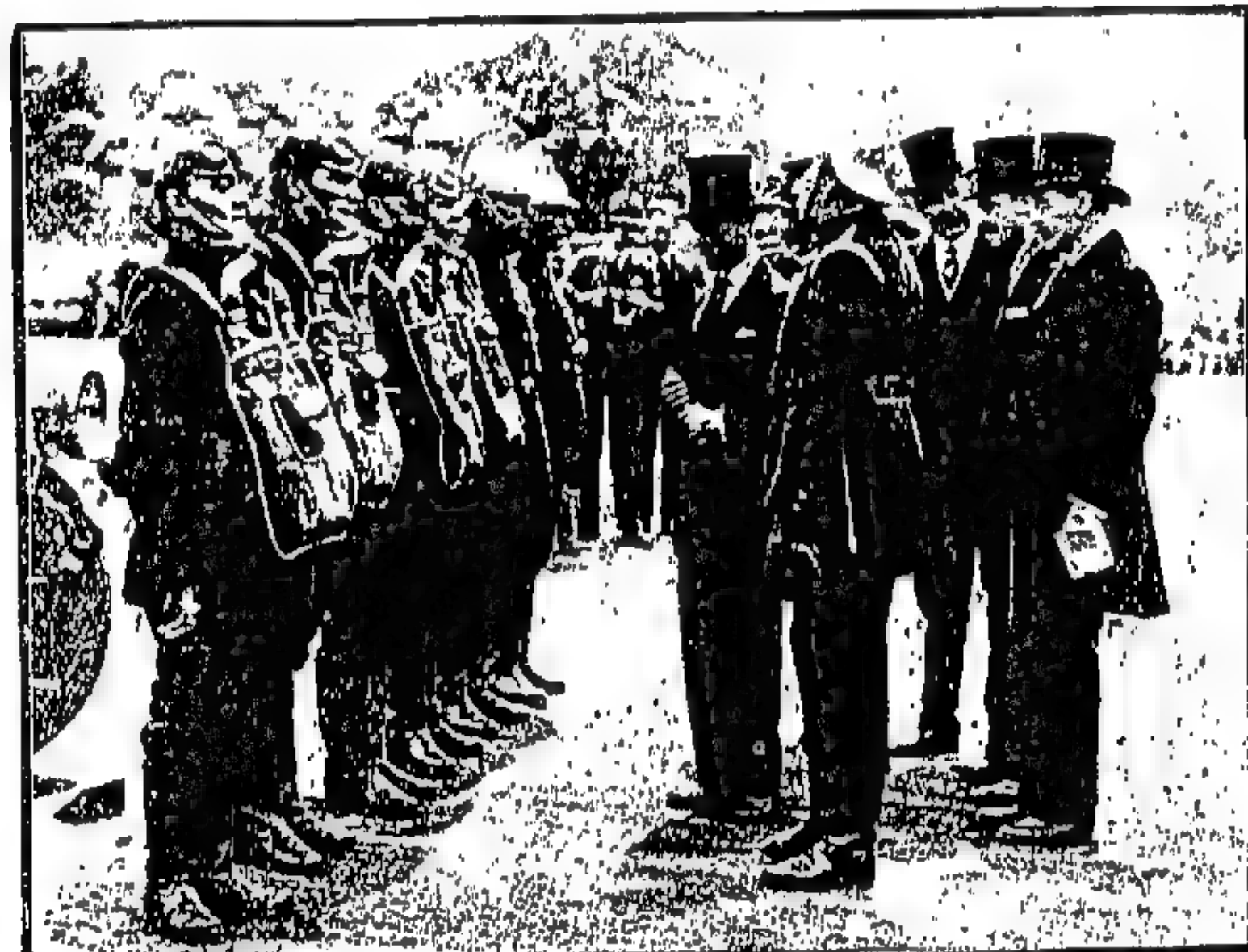
## A Great Editor Retires

A great editor has laid down his pen. After 57 years in the editorial chair of the "Manchester Guardian," and at the age of 83, Mr. C. P. Scott has handed over the control to his son, Mr. Edward Taylor Scott, while retaining the position of governing director. For 57 years, dating back to a day when Deane was in charge of "The Times," Mr. Scott and the "Manchester Guardian" have been identified, and as the successive harvests of those years have fallen he has become the most outstanding figure in English journalism and the "Guardian" the most honoured newspaper in the land. Not that he in the "Guardian" was always popular. Mr. Scott has never, like Mr. Pickwick, shouted with the largest crowd. He has been fearless in his inflicting of his principles, whether or not they brought popularity—and his attitude during the South African war nearly led the paper to ruin but his courage and his principle have triumphed through it all. In these days of great newspaper combinations, when a multitude of organs speak with one voice, when mass printed on is the order of the day and the "stunt" is of more consequence than either "news" or "views," it has been something to have one paper doing what it con-

siders right in scorn of consequence. It is some consolation to know that the traditions of this old-but-never-young crusader will be carried on by his son, faithfully trained in all the principles which the "Manchester Guardian" holds most dear.

## Mr. Snowden and the "Tote"

The second day in Parliament showed that the Government had not only "got busy," but had been busy since the General Election. Racing history was made when the first to totalise appeared on a Jockey Club course in England. There was a hand-worked machine at Newmarket and another at Carlisle, which seems to be a popular venue for social experiments. Mr. Snowden, for the second time Chancellor of the Exchequer, told Mr. Churchill that he would not ask the House to go on with the draft Finance Bill which Mr. Churchill had prepared. "I do not intend," he said, "to proceed with the proposals with regard to bookmakers' telephones nor totalisator stakes; nor with the proposal for the reduction of excise licence duty, nor with the proposed concession as to the sale of half-bottles." In his April Budget Mr. Churchill had proposed a £40 tax on every telephone in a bookmaker's office; a ½ per cent. duty on "Tote" stakes; and concessions of retailers on licence which was estimated to cost the Exchequer £970,000 a year. Mr. Snowden will have none of these wholly things. He regards revenue from gambling as tainted, and at one stroke he has dissolved the partnership of the State with the Turf. The totalisator will go on, of course, but not under the eye of the Government. More important and far-reaching were Mr. Thomas's plans for dealing with unemployment. There is no "Socialism in our time" about them, no short cuts no spending of a hundred millions, but something which looks remarkably like a copy of the Lloyd George scheme. For what Mr. Thomas proposes is to spend a total of £37,500,000 from the Road Fund on improving our roads—a five years programme on main roads costing 5½ millions, and a six-years programme on secondary roads costing 28 millions. We are to have railway sleepers of British steel instead of imported timber, new railway engines, improved stations, a remedy for the chaos of privately-owned waggon, concrete telegraph poles, an outer London goods railway, tube extensions in London, the electrification of Liverpool St. Station, a new Waterloo Bridge, and a million a year for Empire development. A huge, indeed a staggering programme, but even "The Times" admits that there is sound sense as well as political shrewdness about it.



PRINCE THE PRINCE OF WALES. Inspecting the London Fire Brigade in Victoria Park, London. "Weird accountants" of the modern fireman were put on for the occasion and the Prince of Wales appears to be very interested in their gas masks. (Sport and General).

## MAINLY ABOUT BILLIARDS

With A Splash!

By:—W. J. G.

As with lawn bowls and tennis leagues a billiard league has its good and bad points. To give those who know how to handle a cue, and just about to take a ball, the opportunity for demonstrating how easy it is to achieve the seemingly impossible.

## A Serious Game

Of late, there has been a glut of billiards in the Colony, especially on Tuesday and Friday evenings. There are a billiards tournament and seldom if ever meet with noisy excitement; nor is any real festive time served up, because billiards is a serious game, mind, not that anyone would argue to the extent, but it is. Let those who do not agree with me try the experiment of laughing or sneezing aloud when a player is busy piling up a break. The direct effect of the ugly stares, etc., would almost cause their backs to buckle.

## Volcanic Skill and Judgment

Spectators at a billiard tournament are expected to observe strict silence during the play. Now the other evening when I looked into an institution, whose billiard team were competing for the Steel Coulson Billiard Cup, there happened to be a "break" on. The dramatic silence was terrible—the longest, in fact within memory of the oldest member. With bated breath,

every one of the spectators present appeared to be keenly concentrating on the moves of the crack player of the team, whose volcanic skill and judgment was nothing short of marvellous.

## Noiselessly as a Fluttering Programme

It must be a wonderful thing to be able to keep such a crowd of spectators so highly interested in a few pips with a cue, and when a cue is only moving in one direction, too, these sweltering hot evenings!

From observation, the arrangement of the balls, just then, offered great advantages to the player in particular. The spectators weren't disappointed. The man of the moment snatched all there was to come with a neat kiss, for the Red, and his ball rolled majestically into the top pocket. That was my opportunity. While the player was generously nourishing his cue with chalk, I slipped as noiselessly as a programme fluttering from the balcony into a portion of a seat exposed, near by.

## Approved Style for Billiard Balls

With the balls once again in a suitable position, the player set out to negotiate for certain spots in the usual fashionable way. Again, with a fair poutice of chalk on the tip of his cue, the player took another poke, and obviously, the balls

had a very high regard for his gentle tickle, or touch, for putting aside "jam," they rolled contentedly to their respective billets in the approved style for billiard balls. It was really pretty play from a local point of view.

Someone in the corner muttered a weak, "Good Shot, Sir!", while another spectator near the door, chanted a two second applause. This latter boon had the effect of arousing the player's enthusiasm to Top C and caused him vigorously to chalk his cue again in the manner of one with the blood of a billiards champion in his veins. S'fact! Anyway, the long silence had been broken, and by accident, I nearly slipped somebody's beer—only the owner was too smart, so I crossed my legs instead.

## Billiard Upper Cuts, and Whippet Jinnies

The next attempt left the balls in such a position, that it called for a tricky, if not fascinating shot from the player. Again the spectators were not disappointed. The cue-let got away with it, and the manoeuvre attributed much to the player's knowledge of billiard upper cuts, and whippet jinnies—without ripping the cloth. However, the next shot unfortunately axed in the bloom, a break of just over thirty, and left the player's ball vamping tantalisingly over the edge of the centre pocket, with the Red close hauled to the cushion, in baulk.

## The Abandon of an Old Hand

With the look of triumph in his sporting eyes, the player stood aside to permit his opponent to snatch a section on the board. With the abandon of an old hand

at the game, player No. 2 glided up to the table, and immediately called up all his reserves of hypothesis, and caution, and—well, in nearly every tournament the same thing happens, re: with the Red close hauled to the cushion there was nothing doing; but his opponent's ball was laying herself open on the edge of the centre pocket. There was little to play, for safety. He potted his opponent's ball, and his own. Such moves add four to a score, it is true; but resorting to such tactics, to my mind, is not quite billiards. No professional would ever think of "Harry Tate-ing" his rival in such a manner. It's not a clean-cut stroke, so to speak; but there, many a tournament has been lost by one—and a score of four was in view. Still, billiard players do not commend such a poke. That's that!

## Billiard Players Make Good Sportsmen

The heat was oppressive, and I had other ports of call. As becomingly as I slipped in, so I becomingly slipped out—first for the bar.

That there is everything in a billiard player that goes to make a good sportsman is obvious. His manners are very polite; his temper is nearly always sweet—or should be; his nerves generally pretty steady; his power to concentrate usually good; his mind passably clear, and—well, I said a pen full; but all billiards players are on my side, and that goes.

H.E. the Governor of the Straits Settlements has nominated Dr. G. V. Allen to be a member of the S.S. and F.M.S. Medical Council vice Dr. G. H. Macalister.

## AIR NAVIGATION

The Air Navigation (Colonies, Protectorates and Mandated Territories) (Amendment) Order, 1929, is published in the Hong Kong "Government Gazette" for information.

One of the provisions forbids smoking in aircraft unless it is permitted by "a notice exhibited by the owner of the aircraft in a prominent place therein."

The definition of a balloon is given as "aerostat, either fixed or free, using gas lighter than air as a means of support and having no means of propulsion."

Communists were active in Markham Road, Shanghai, recently, and the police found slogans chalked on walls, some of which follow, "Down with Imperialism and the Kuomintang," and "Long live the Communist Youth Group."

## LAST WEEK'S SOLUTION.

TESTS OCTET  
A TO C W A R I  
F L A N N E L G A L L A N T  
F A N G E D R E L I S H  
Y T E P E E A M M O N I E  
D O O L A G O W S  
N S T A T I O N  
I T T A  
F L A N I M A T E R  
B R A G O U T D E L L  
E E L I G I N E I D I S  
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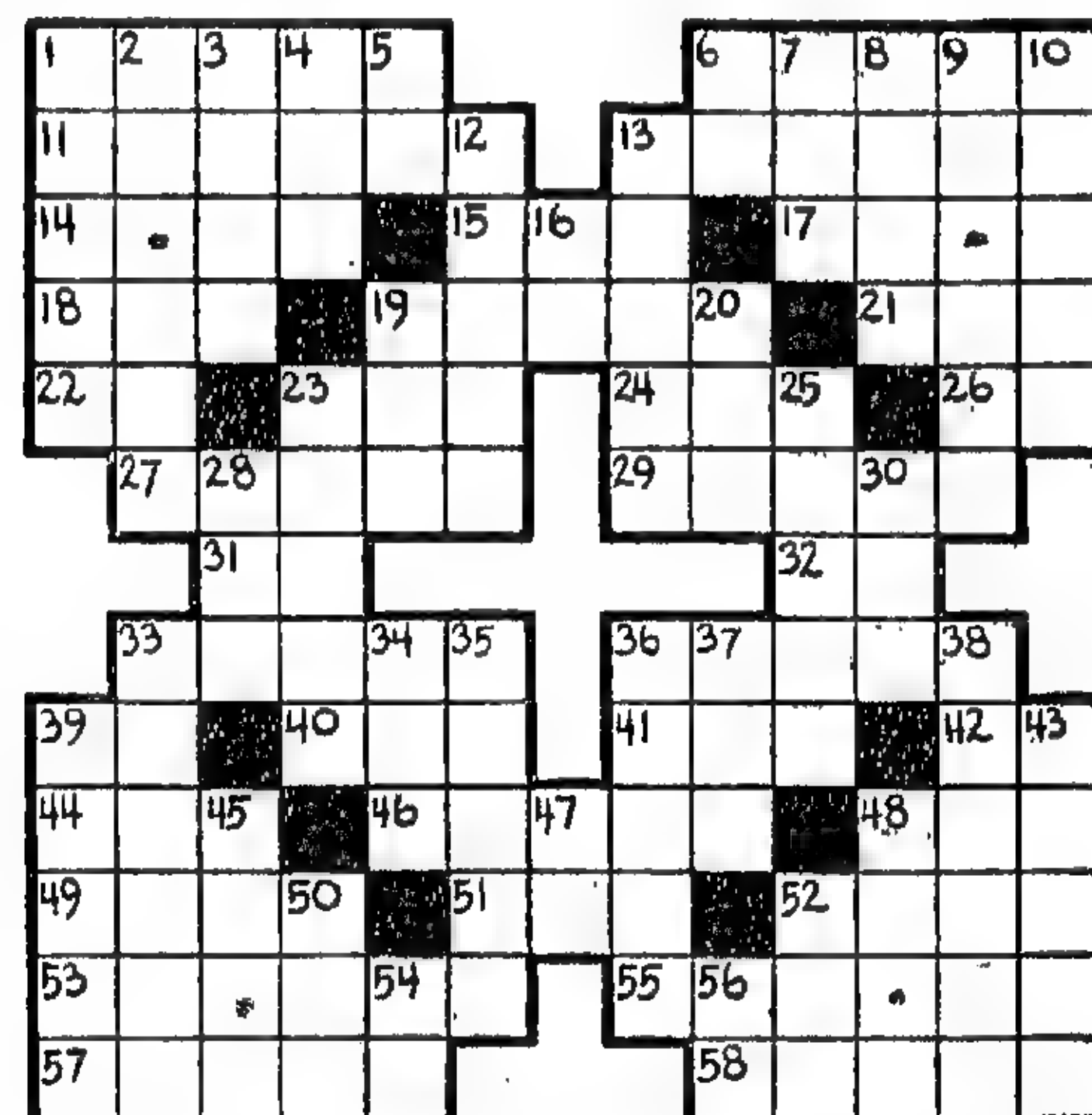
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## OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

## HORIZONTAL

- 1-Swindle
- 6-Prohibit
- 11-Instruction
- 13-A short jacket
- 14-A continent
- 15-A constellation
- 17-Direct
- 18-Marine distress signal
- 19-Construct
- 21-Part of masculine attire
- 22-Senior (abbr.)
- 23-Exist
- 24-Over (poetic)
- 26-Very
- 27-Subdue
- 29-Beneath
- 31-Musical note
- 32-Mid-west State (abbr.)
- 33-Altitude
- 34-Discovered
- 35-Toward
- 40-Period of time
- 41-An American poet
- 42-Like
- 43-Whole
- 46-Mistake
- 48-Insect

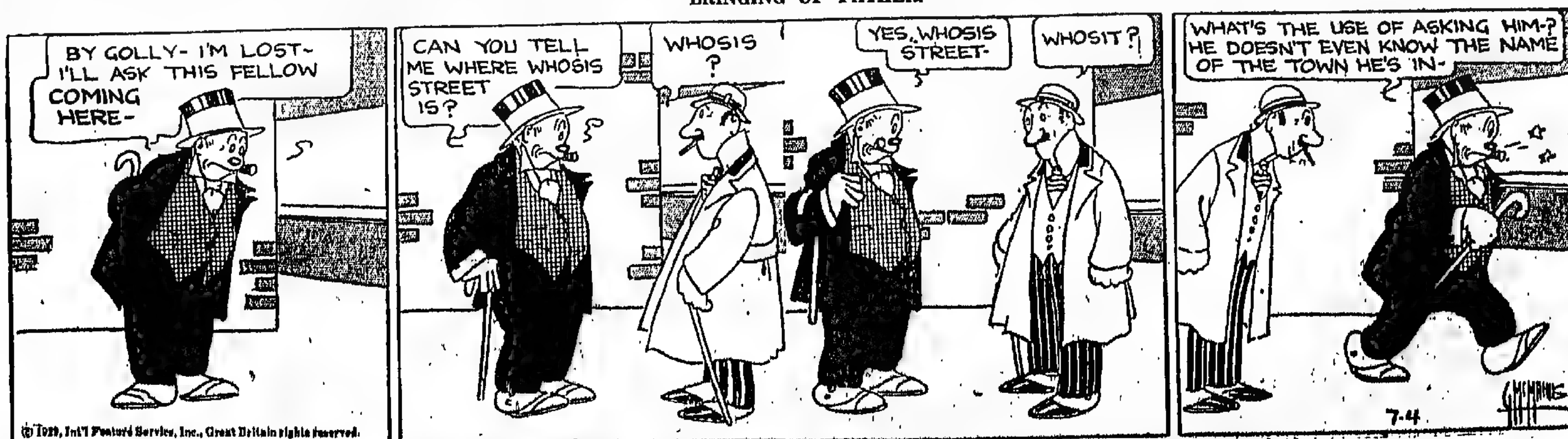
## HORIZONTAL (Cont.)

- 49-An officer in Mohammedan mosques
- 51-National (abbr.)
- 52-Rough
- 53-Inhabitants of ancient Rome
- 55-One who puts on slate
- 57-A short fishing line attached to a longer one
- 58-Deprived of possessions
- 1-Crystal
- 2-Refuge
- 3-Suffix in pathology to form names of diseases
- 4-Fellow of Society of Arts (abbr.)
- 5-Preparation
- 6-Execute
- 7-An addition to the side of a house
- 8-A vegetable
- 9-A seaport town in Morocco
- 10-A round-up (Sp. Am.)

## VERTICAL (Cont.)

- 12-The nostrils
- 13-An English scientist
- 16-Musical note
- 18-Before
- 20-A golf term
- 23-A hood formerly worn by monks
- 25-A Chinese plant
- 28-Goddess of mischief (Gr. Myth.)
- 30-Part of foot
- 33-A Turkish outer garment
- 34-Raw metal
- 35-Tales
- 36-Detects
- 37-Prefix. A form of pro
- 38-Dandruff
- 39-Caudal appendages
- 43-Austere
- 45-Tardy
- 47-Egyptian sun-god
- 48-Motor car
- 50-A unit of length (abbr.)
- 52-College yell
- 54-North latitude (abbr.)
- 56-Left side (abbr.)

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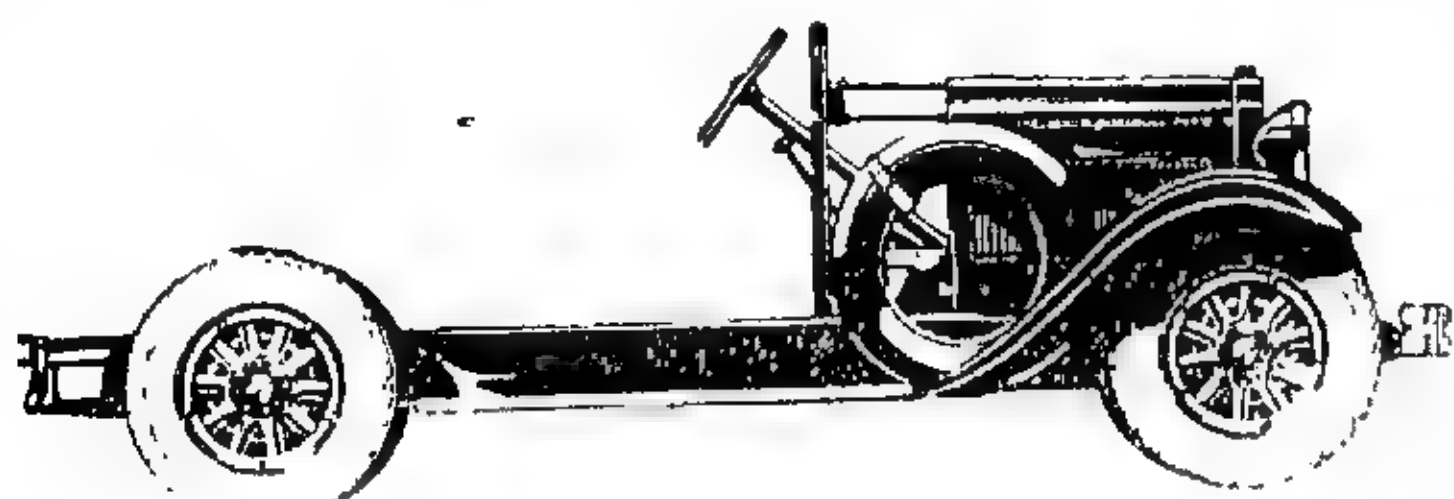
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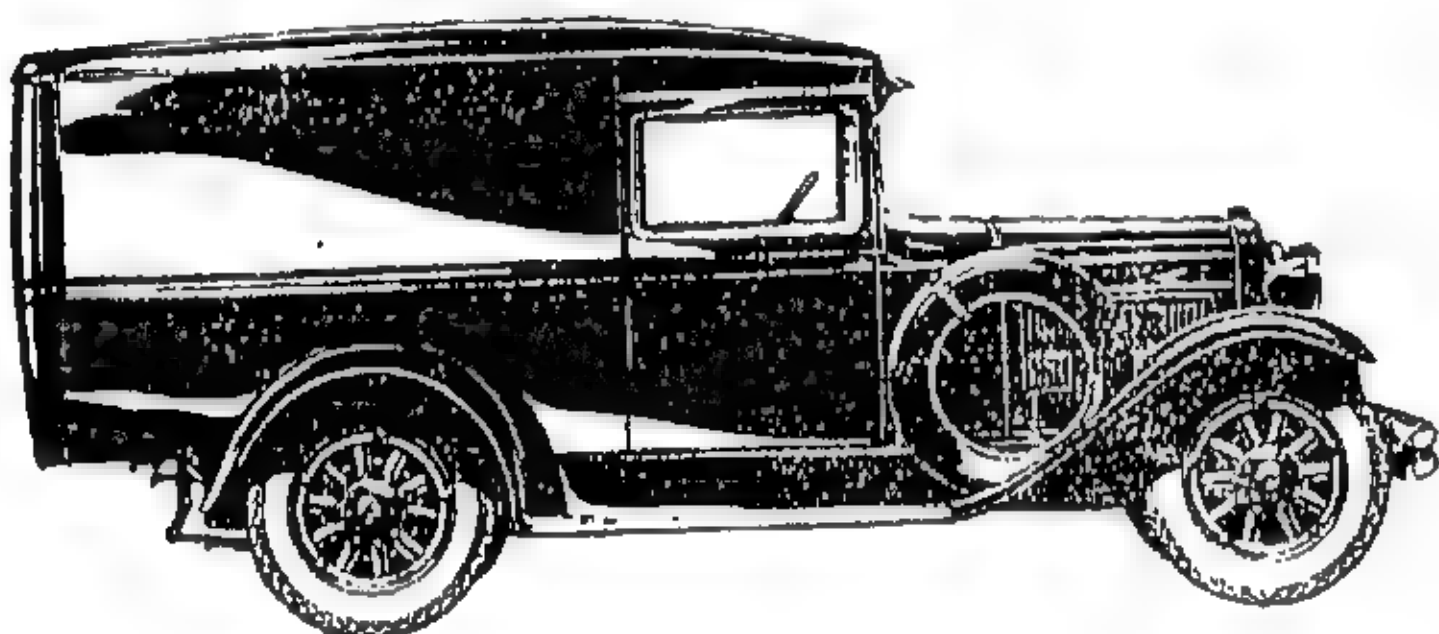
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## OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

### NOTES FROM THE FACTORIES

[By "Super-Six"]

#### A Grinding Noise

A grinding noise in the gears when changing indicates that the clutch pedal has not been pressed down far enough and the main gear of the transmission is still in motion.

#### The Closed Car

How rapid has been the rise into favour of the closed car in America is shown by tables, recently published, indicating the percentage of open and covered motor vehicles in that country from 1919 to the end of last year. In 1919 the open vehicles represented 89.7 per cent and closed 10.3 per cent. In 1928 the latter had forged so far ahead that they were 88.5 per cent of the total, the odd 11.5 per cent representing open cars.

#### Virtue Its Own Reward

Some six months ago a Star Flyer chassis was sold through M. J. John Burns & Co., motor agents, of Auckland, New Zealand, to the (Gisborne) Tramways Board. This vehicle gave such "real service," to quote the words of the buyers, that three more Star Flyers have recently been shipped to New Zealand.

#### Fire Fighting in India

It is almost impossible to think of fire engines without associating the name of "Dennis" therewith, and it is not surprising, therefore, that, in view of the long record of efficient service which fire engines emanating from Gillingford have to their credit, their sphere of usefulness is by no means confined to Great Britain. The Calcutta Fire Brigade has, for example, just had delivered to them their tenth Dennis fire engine, equipped with first-aid apparatus and a 60 ft. wheeled escape.

#### A Successful New Model

The new high speed 30 cwt model which was introduced by the Albion Motor Company, the well-known Scottish commercial vehicle manufacturers, some few months ago, has made a most successful entry to the market. It will be recalled that a special Overseas model with high ground clearance and 4 ft. 9 in. track is manufactured and the demand for this has given clear evidence that this machine will be one of the most popular British vehicles on the Overseas market. Chassis have already been shipped to buyers in the Argentine, Burma, Ceylon, Gold Coast, Kenya, Malaya, New South Wales, Queensland, South Australia, Uganda and Victoria.

#### Tests Demonstrate Worth

Guy Motors, Ltd., have just received their 16th repeat order from the War Office, the present order being for 18 3-6-ton subsidy type six-wheelers. The War Office trial grounds are calculated to test vehicles under the most exceptional conditions. The Guy six-wheeler had to negotiate severe gradients, travel through bracken and undergrowth, over muddy ground and shingle, through ditches, and generally cope with conditions such as are found in countries where there are no roads.

#### Rubber Roads

Giving evidence before the Royal Commission on Transport in mail week Mr. W. J. Hadfield (City Engineer of Sheffield), replying to Major J. J. Astor, M.P., said he had taken a good deal of interest in rubber roadways, but he had never been able to see their advantage. The cost would be so far above any practical figure that he would not feel justified in considering it.

#### Four Cylinder Machines

Several manufacturers have recently put on the market four-cylinder motor cycles which are more like "young" motor cars. An owner of a "four" some time ago managed to add a Ford electric starter to his machine. He had the motor cycle fitted up with two head lamps, a tail-light incorporating a "stop-light," a dash lamp for reading his speedometer by night, two footers—a soft one for use on country roads. He had also wired up an electric light to his side-car for the benefit of his passenger. Now we would like to know if there will ever be a "six."

#### Rear Lamp Flicker

Intermittent contact at the bulb-holder is the most frequent cause of rear lamp flickering. This trouble is particularly liable to be caused with single-contact bulbs, for the spring pressure of the one contact may not be sufficient to prevent the bulb from moving. A cure can easily be effected by slipping a very short length of rubber tubing over the socket and partly over the bulb. This will positively prevent "wobbling" of the bulb in its socket, and consequent faulty contact.

#### New Carburettor Device

Efficient muffling of carburettor "hissing," reduction of fire hazard and practically 100 per cent. air cleaning are advantages claimed for the new type "oil-wetted" air cleaner used as standard equipment on the latest Oakland All-American Six. The cleaner, attached to the intake of the larger carburettor, is composed of a porous mass of oil-wetted copper ribbons enclosed in a metal cylinder through which air is drawn, according to research engineers of the AC Spark Plug Company, makers of the cleaner in a report to the Oakland Company. "In passing through the pores of this filtering mass," the report continues, "any dust particles come in contact with the oil surfaces and are retained by them. When attached to a carburettor, this type of cleaner acts as an efficient muffler because the dense mass of filtering material breaks up and diffuses sound waves before they are projected out by the cleaner. The result is that all of the objectionable hissing so common with unprotected carburetors have been practically eliminated. Another distinct feature of the oil-wetted type air cleaner is that it will minimise fire hazard."

#### Misaligned Wheels

The easiest way to find out if the front wheels are in alignment is to drive the car over a wet road at moderate speeds. Misalignment is certain to show itself through a tendency to skid. If the car feels as if it were skidding, or tending to swerve, even although the steering is straight ahead and the brakes are not being used, the chances are that the alignment is not right and it should be checked by better methods or by more accurate aligning devices. Since alignment varies it there is much wear on the bushings and steering connections, it is a good plan to run over a rough road and then repeat the test on the smooth, wet roadway. Make sure, however, there is no brake dragging.

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## HARLEY-DAVIDSON

1930

MODELS

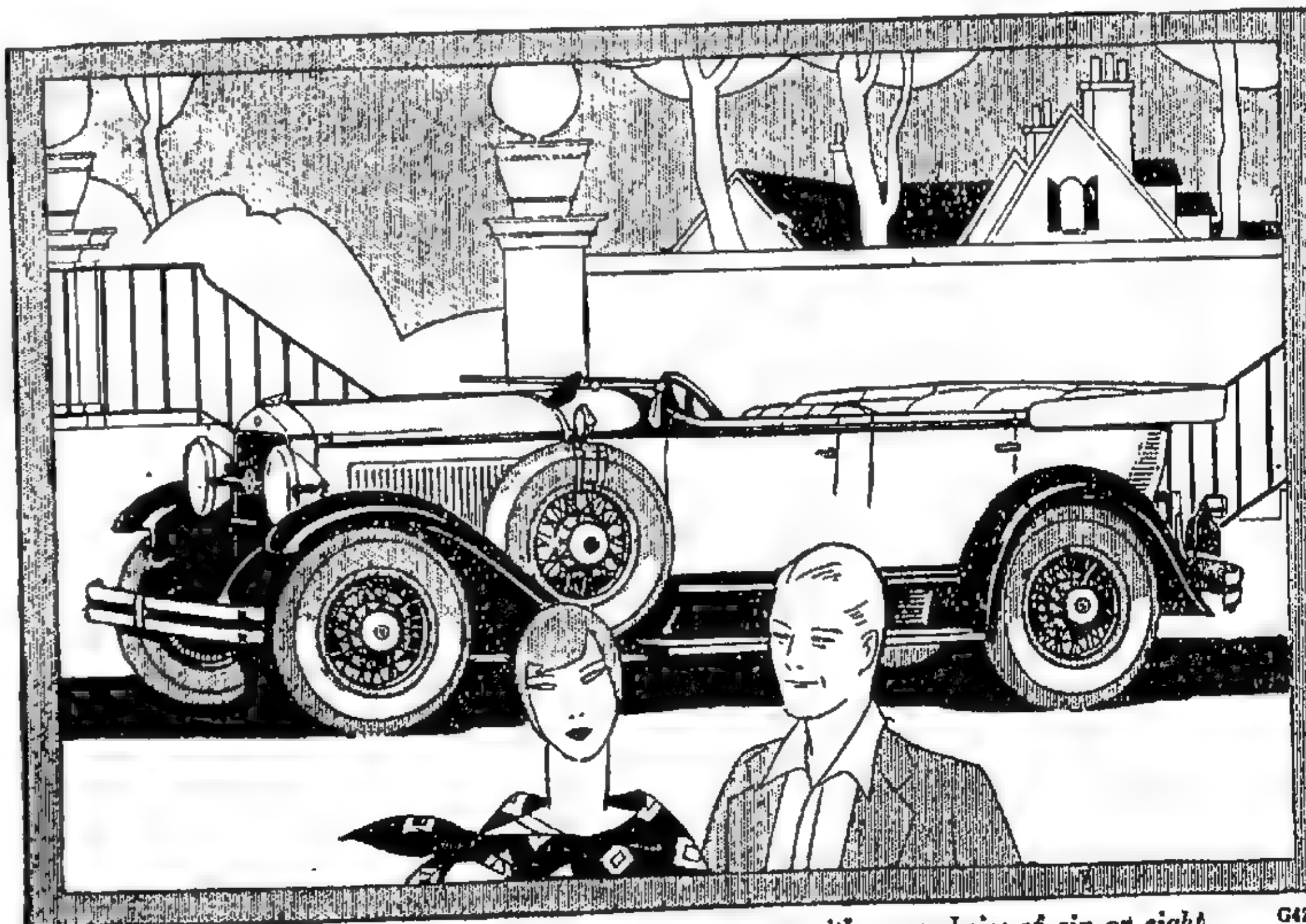
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CHAMPION performance that thrills your heart, as superlative beauty delights your eye, are two reasons Studebaker now sells more 8-cylinder cars than any other manufacturer on earth! This distinctive new Commander Tourer is a shining example of the smart styling and smooth running that has enabled Studebaker to win leadership in both performance and sales. Here is a new and more swanky sport

model, either a five or seven seater. Because of Studebaker's advanced engineering and three years experience in building moderate priced eights, this new Commander Eight is more sparing of petrol and lubricant than many less powerful sixes! However, if you prefer, you may also enjoy Commander performance in a six-cylinder chassis built to Studebaker's champion car standards.

Studebaker's Four Lines—  
Studebaker builds four great lines of cars—The President Eight (80,000 miles in 30,000 minutes); The Commander Six and Eight (100,000 miles in 30,000 minutes); The Director (100,000 miles in 30,000 minutes); The Executive (100,000 miles in 30,000 minutes). Each is backed by Studebaker's 10-month guarantee.

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A fleet of Studebaker President Eights formed the link uniting planes and pullmans in the United States when the Pennsylvania and Santa Fe Railroads, allied with the trans-Continental Air Transport, introduced a 36 hour coast to coast passenger service on July 8. Colonel Charles A. Lindbergh inaugurated the system when he left Los Angeles on the first eastbound flight.

Eleven President Eights and one President State Sedan have been purchased by the trans-Continental Air Transport. The Eights will be used with specially built Aero-Cars to carry passengers between airports and downtown sections at "ports of call" for the planes.

One of the President Eights, with Aero-Car trailer, will be stationed at each of the following cities: Los Angeles, Kingman, Arizona; Winslow, Arizona; Albuquerque, New Mexico; Clovis, New Mexico; Waynoka, Oklahoma; Wichita, Kansas; Kansas City, St. Louis; Indianapolis and Columbus, Ohio.

The Aero-Cars are light and comfortable with a seating capacity of 12 passengers. They are attached to the Eights by a flexible coupling. The Eights are strictly stage models, except that the luggage grid and bumpers are removed from the rear to facilitate the trailer hook-up.

The President State Sedan is being used for official business of the trans-Continental Air Transport executives at St. Louis, the headquarters of that organization.

Benefits Apparent

The benefits of the air rail service in which a link will play a part are apparent. A business man of New York found it necessary to see an associate in Los Angeles, to discuss terms of a contract which is practically impossible to negotiate by telephone or telegraph. On the other hand, he finds it necessary to be in New York to handle another matter which comes up for decision in six days. By using the fastest all rail schedule, he finds that he can not make the trip by train in time. But by using the air rail service he can cover both situations as he wishes, be back in New York after a loss of only two business days, and

41,000 MILES

## Going Strong After Running

Forty-one thousand miles is a whole lot of mileage to pile up on a tyre but that's what M. S. A. Lockwood, owner of the United Lines, Inc. Inter-city Express and East Freight Service of Palm Beach and Miami has accomplished with a 34x7 Fisk Transportation used on one of his huge trucks, and that isn't the best part of it. Experts say that the tyre is good for seven or eight thousand miles more.

The particular truck with two or three others of his fleet, travel approximately one thousand miles per week carrying very heavy loads under great heat conditions which as Mr. Lockwood states, "tests out the quality of any pneumatic tyre."

Mr. Lockwood states: "I have been thinking for quite a long while that you would, without doubt, be interested in knowing about the exceptional mileage I have been getting out of Fisk Transportation Cords."

"I started operations about two years ago, hauling all kinds of merchandise between Miami and West Palm Beach, Fla., at which time my fleet consisted of two one and one-half ton trucks on which I used 30x6 and 34x7 Fisk Transportation Cords."

"My fleet now consists of eight trucks ranging in capacity from one and one-half to three tons using 6, 7 and 8 inch tyres. These trucks travel over concrete, asphalt and macadam roads, hauling exceptionally heavy loads. Road temperatures down here are very severe especially in summer and certainly test out the true quality of pneumatic tyres."

"However, even under these most severe conditions the mileage piled up by 'Fisk' is simply phenomenal as compared with mileage of various other makes I have tested out. Fisk tyres average 35,000 to 45,000 miles on my fleet; in a great many instances they have given as much as 55,000 to 57,000 miles. Do you wonder that I insist my fleet be equipped with Fisks?"

## LUBRICATION NEEDS

Many motorists regard lubrication simply as an irksome duty which is one of the penalties of owning a car. Even experienced owners often fail to realize how much depends upon lubrication, and imagine that, provided they maintain the right level in the sump, there is nothing more to worry about. Nothing could be further from the truth. No motorist would deliberately leave dirty petrol on his tank, or even dirty water in his radiator, and yet it is safe to say that a great many motorists disregard the condition of the oil which is constantly circulating in their engine.

The conditions under which motor oil has to work are becoming more severe every year, as engines increase in compression, speed, and power. Motorists are learning, however, that with modern engines the few shillings which it costs to maintain the oil in clean and fresh condition will save them as many pounds in depreciation and repairs.

at the same time travel in comfort and luxury otherwise impossible.

Here is how the service operates. A Pennsylvania limited train travels overnight from New York to Columbia, Ohio. There passengers board a multi-motored plane, and make a day-light flight to Waynoka, Oklahoma, stopping en route at Indianapolis, St. Louis, Kansas City and Wichita. At all of those points the Studebakers carry passengers to and from the airports.

At Waynoka another transfer is made, this time to a special pullman attached to the Santa Fe "Missionary" for a night journey to Clovis, New Mexico, where early next morning another Studebaker takes passengers to a plane waiting to complete the trip to Los Angeles—across the continent in 48 hours.

The service will be de luxe throughout. Lunches are to be served aloft. Planes are comfortable and luxurious.

Thus is progress wiping out time and space and knitting America even closer. This union of the three most modern modes of transportation—railway, motor car and aeroplane—will ultimately go down in history as far reaching a step forward as the first trains which replaced the old covered wagons.

## 8-CYLINDER CAR

Replacing the Six in Popularity

That the eight-cylinder automobile is replacing the six in popularity in the United States is shown in a recent compilation made by Studebaker. Eighteen leading cities were selected, and registrations of eight and six-cylinder cars, which list above \$1,000 in the U.S., were compiled for a period of four months in 1929 and compared with registrations during the same period in 1928. Eight-cylinder registrations increased 82 per cent., while six-cylinder registrations registered a loss of 8 per cent. Registrations of eight-cylinder cars in this particular price group were 17,239 for the first four months of 1929 against 9,492 during the corresponding period in 1928. In the same price class, six-cylinder models registered 49,156 in 1929 as against 53,179 in 1928.

To test the reliability of this compilation, Studebaker made similar comparisons in eight leading states. In this comparison, eights increased 90 per cent. during the first four months of 1929 over the same period in 1928, while six-cylinder registrations showed a 13 per cent. loss.

As a final test ten counties, sections of states, none of which contained a metropolitan city, were selected by Studebaker and registrations compared on the above basis. Six-cylinder registrations increased 13 per cent. while registrations of eights increased 315 per cent.

## SHOES FROM DUNLOP

Tyred Pedestrians in the Near East

A brisk trade in a new type of foot wear is being created by the cobblers of Albania, Turkey and parts of Persia. They are making shoes out of old Dunlop tyres by the simple process of cutting well-worn motor tyres into the required lengths, fashioning a toe and tongue, and lacing a thong of leather around the top to bind the whole together.

The finished article resembles a Dutch sabot and a traveller who has just made a tour of the Near East reports that in the bazaars the demand for the new shoes is great because they cost less and wear longer than sandals or the more modern boot.

## THE TRIUMPH

Local Agent For Cars And Cycles

The Globe Automobile Co., Ltd., have recently been appointed sole agents for the Triumph motor car and motor cycle in Hong Kong and South China. Their Offices and showrooms have been established at 1, Canton-road (near the Star Ferry Wharf, Kowloon) where some of the latest Triumph motor Cycle models are on view.

An interesting feature is the latest model of The Triumph Super Seven which has all appearances of an excellent little car, built on sturdy lines, durable and beautifully finished. In fact, it is a "Triumph" of British workmanship.

## ELEVATED ROAD

Sensational French \$50,000,000 Project

Paris.—For the purpose of relieving traffic congestion, engineers are considering plans for the construction of a 2,000-mile road, elevated 75 ft., and costing \$50,000,000, linking Paris, Lyons, Marseilles, and Nice.

## World's Deepest

The deepest oil well in the world is 8,500 feet deep, and is in the Big Lake field of Texas.

## THE 2-LITRE ROVER

Lost Melodies of the Horn

A. G. Throssell writes in the "Sunday Times":

In those now distant days when motoring was all a wonder and a wild surmise whether we would ever reach home again, cars were poor things in every imaginable way, engine, chassis and body, and poorest of all, judged by modern eyes and nerves, in accessory aids and comforts.

But among all the refinements that the years have brought I am not sure that one thing has not been overlooked. Some of those ancient warriors had most melodious horns. They really were horns.

But the musical horn soon vanished. It was superseded by those saw-tooth klaxons whose noise was aptly likened to the bellow of a sick rhinoceros. Now all our "horns" are electric—the bulb horn, last relic of the musical era, is all but obsolete—and though less offensive than the saw-tooth and equally effective, it is impossible to pretend that the sounds these horns make are pleasant.

## The "Song" of the Road

Some foreign cars have bearable voices, but very, very few British ones. A hoarse squawk rising to a shriek is the dominant note in the song of the road. Two cars I have driven lately were peculiarly raucous and aggravating. They made me wonder whether the still smouldering anti-motorist fires are not mainly due to this cause. Surely the animosity of a pedestrian, shooed off the road by this nasty noise, is intelligible, and hospital patients trying to sleep must find its hoarse monotony hellish.

The recent Committee on Noises found it impossible to suggest any regulations about horns, except in regard to stationary vehicles, and as long as failure to hoot is treated as contributory negligence in case of accident, we must have hooters or horns, and must use them. If your horn suddenly fails, you feel as ill at ease as if you had forgotten to put on your trousers.

But I think the Committee might have commented (adversely) on the kind of noise our hooters make and appealed to the motor trade to give us a more tolerable instrument. It must be electric, I suppose; no substitute that cannot be operated by a finger on or about the steering wheel will do. But surely an electric horn with a melodious note is not beyond the wit of man. When found, we do not want its use made compulsory (German-fashion); a little publicity and propaganda would soon make it popular. We make noise like hogs, not because we are, in fact, road-hogs, but because we can't help it. Nobody will give us voices to match our beautiful bodies and fine engines.

## A Splendid Light Six

Among the "light sixes," that class which British makers, if they did not invent it, have developed until it is now almost the national type, few have won and maintained greater popularity than the "two-litre" Rover. It is not the cheapest light six, nor the dearest; it is not the most silent, nor the fastest, nor the most luxurious. It has no single superlative virtue, but every good quality in high degree.

This Rover is a joy to drive. There are cars which do their job well and willingly, are comfortable and easily handled, but somehow they inspire no strong feelings. With the Rover at the end of a day's run I was in love. Exactly why it is (as usual with this state of mind) difficult to set down in black and white.

It was the engine mostly, of course. Neither heard nor felt at from ten to thirty miles an hour, after that it sang a pleasant little song which scarcely increased in pitch or volume until it was doing sixty, and even with sixty-eight showing on the speedometer there was neither roar nor clatter, though its revolutions-per-minute at that speed must be tremendous, for it is a low-gear car. It was attractive, too, to realise that the acceleration was better than it seemed. Above thirty miles per hour it was sensibly lively; at lower speeds it appeared to answer the throttle rather sluggishly, but a few tests proved the contrary. She seemed slow because she gathered way so smoothly.

Such an engine would excite deficiencies elsewhere, but there are very few that I could find. The suspension is much above the average, damping out the effect of holes or waves at all speeds, and holding the car perfectly steady on corners. I was warned not to expect too much of the brakes, as they had been rather hurriedly adjusted after re-lining, but they were at least thoroughly effective. A slight, really a slight, stiffness alone prevents the steering from being perfect.

## Gears and Gear-Changing

Apart from the engine, its steering and suspension were, I suppose, the virtues that made me "fall" for the Rover. A well-designed driving seat and position helped, with an almost vertical steering-wheel, uncluttered with nothing but horn

## OLD MOTOR-CARS

The Rate of Scrapping in America

Two or three years ago the common assumption was that approximately 2,000,000 of the motor-vehicles produced each year in the United States were destined for replacement purposes, and that the remainder might be considered as additions to the total number in service. This was equivalent to the scrapping of about 2,000,000 cars annually. Figures recently compiled show that at present this scrapping of used cars is proceeding at a considerably higher rate. The estimate for 1927 is 2,367,000, while that for 1928, which is not yet completed, may reach 2,750,000. These figures replace the average of approximately 1,580,000 for 1924, 1925 and 1926, and a total of under 1,000,000 for 1923.

In calculating the number of cars scrapped in any year, the car registrations of all the States combined at the end of that year, the production of cars in the year, and the exports and imports are all taken into consideration. The difference between the total registrations of two successive years represents the gross gain in cars in use. The difference between the production of a year and the net exports represents very approximately the number of new cars placed in service in the year. The difference between this last figure and the gain in registration will be the number scrapped.

From December 31, 1922, to the same date in 1928 the number of car registrations in the United States practically doubled, rising from 10,864,000 to 21,317,000. In this six-year period the total production of cars in the country was 21,343,000, and the net exports aggregated about 1,950,000 cars. The difference, 19,384,000 cars, nearly double the number in service at the end of 1922, represents the number of cars put into service. Since the gain in registration in the six years was only 10,453,000 cars, 8,931,000 cars must have been abandoned or sold for scrap.

button (on the boss) and a tiny ignition lever. The latter, by the way, is meant to be used; ignition is by coil.

The one criticism I have of the Rover, from the driver's point of view, is the gear-box. It has three speeds, with ratios of 5.3, 9 and 21 to 1. The gap between first and second is huge, and to get a clean change requires the patience of Job. It is, however, quite feasible on the level to start in second, for the clutch is good and the transmission "solid." Changes between second and top either up or down are comparatively simple and with double clutching quick, and the second speed, though low, is useful and not too noisy. But what a car it would be with a really modern four-speed box.

In that case, though, its price would have been higher or its finish and fittings otherwise less good, which would be a pity. More could scarcely be expected at the price as it is. For instance, the engine, which is as neat and "clean" as an Italian, has an aluminium cover for the overhead valve gear and the dash is aluminium-lined; silent-bloc shackles eliminate twelve greasing points; and equal care and thought has been bestowed on the body fittings.

The "rural" models, which have cewandiv brakes, bumpers, and safety glass, cost £445; the standard saloons, without servo brakes, bumpers and some other extras, are £395. It seems to me extremely desirable at the price, and I have evidence, second-hand but impartial, that it is reliable and trouble-free. Also it is guaranteed for two years.

## The Best Driving Signal

This Rover, by the way, was fitted with a rear "stop" light. I don't know whether that is standard, but I hope so. There are few things motorists appreciate more on other people's cars, but most of us are too lazy to have one fitted to our own, if it is not, so to speak, born with one. As an extra they cost about a guinea; they would cost the manufacturer less than half that to incorporate as standard. It is an American idea which, unfortunately, they are chary of adopting, though ready enough to adopt others less useful.

Really, if its use were universal, I don't think there would be any use for other signals, mechanical or hand. The quickest-witted and most thoughtful of drivers cannot give a hand warning as quickly as the brake-operated light, and there is so much vague hand-flapping still that cannot be taken at its face value.

The other day as I was approaching cross-roads, a hand was stuck out from the car ahead, with the index finger pointing to the right. At the same time the car drew over to the right. Naturally I pulled in to pass it on the inside (the crossing being clear), and had only just time to pull up as it swung round the left-hand turning.

A woman driver? No, it was a taxicab.

# Mobiloil

## Quality

### is acknowledged the world over

Why does Mobiloil receive the approval of more manufacturers than any other oil?

Why is Mobiloil so frequently quoted as a standard when nameless oils are being sold?

Why is Mobiloil chosen for such hazardous work as Atlantic flights, Arctic and Antarctic explorations journeys through the trackless wastes of Africa or across the Sahara?

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Why deprive your engine of correct lubrication? You are always sure with



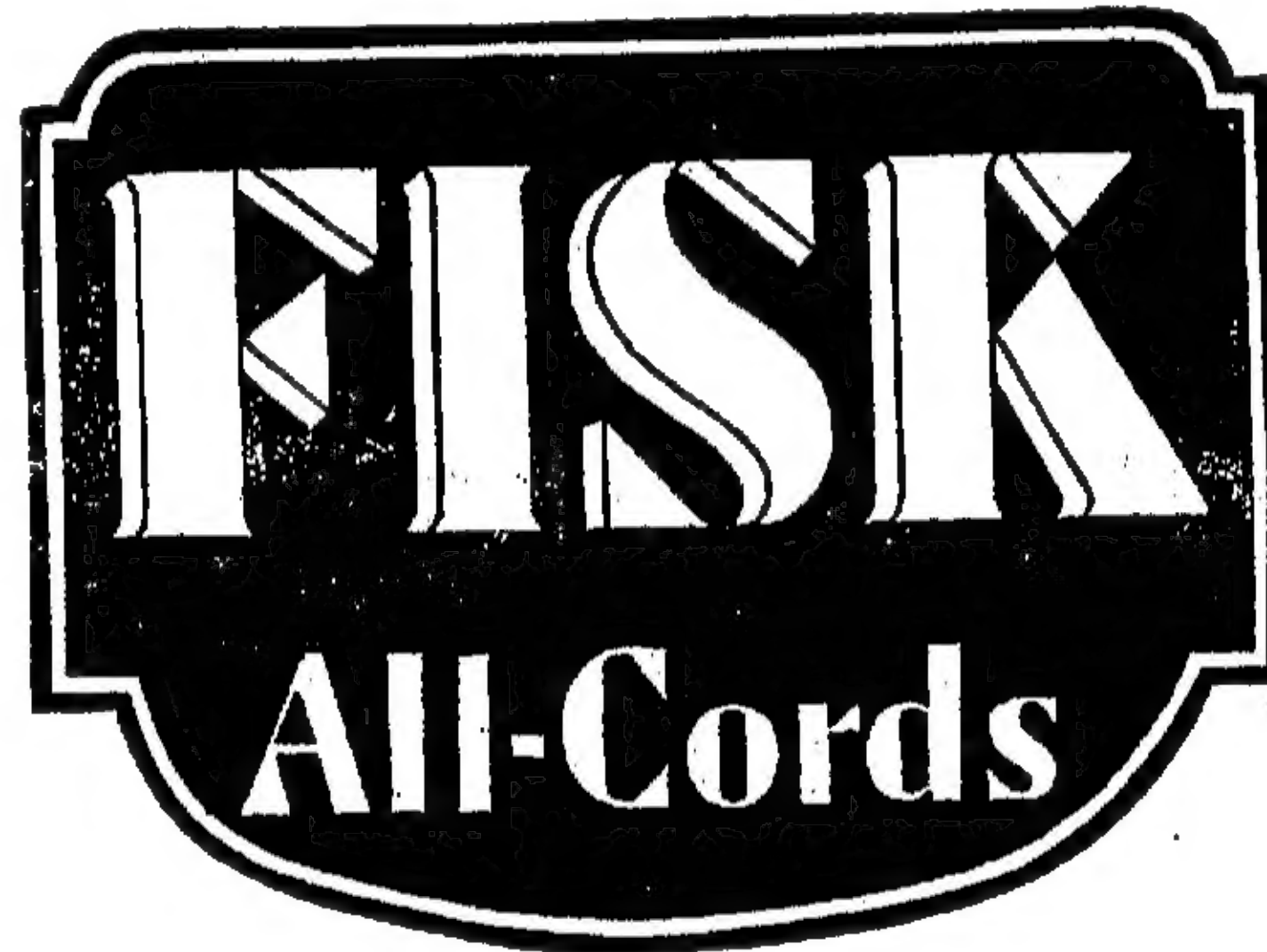
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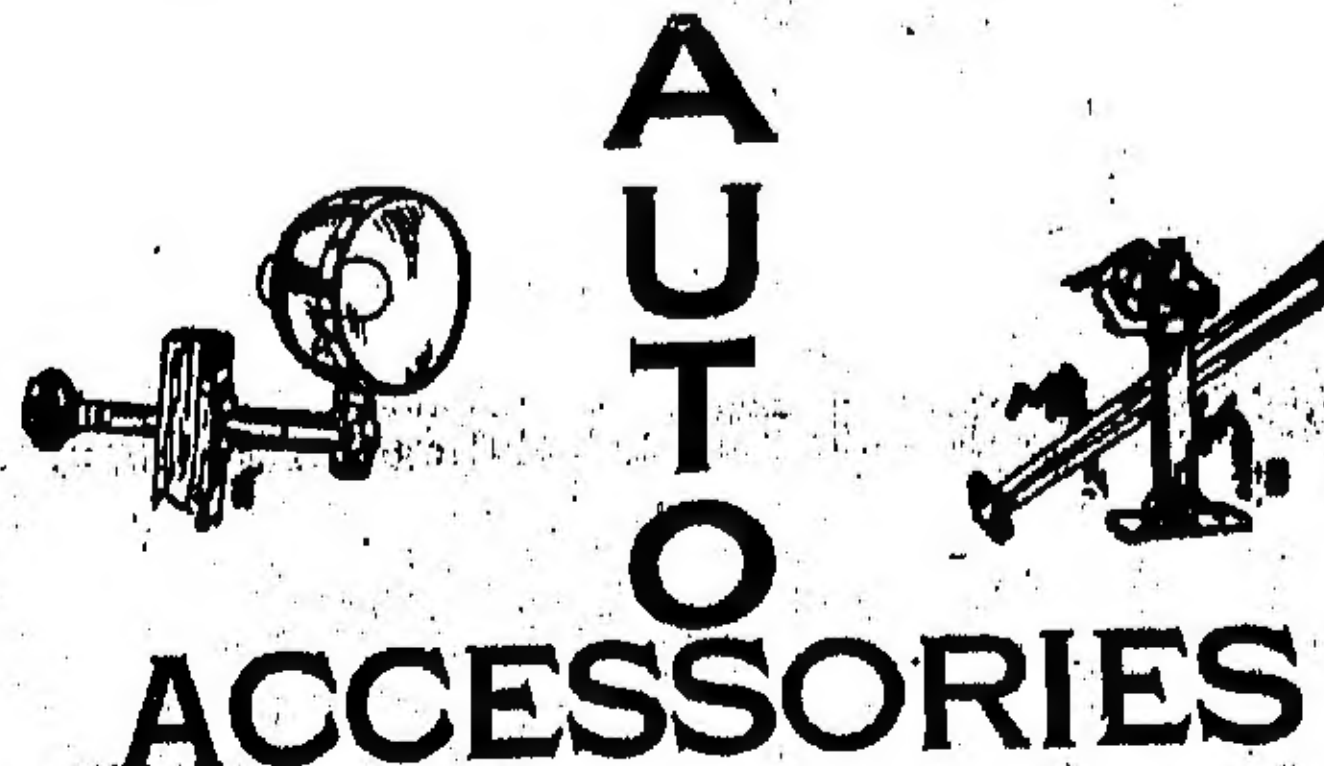
Tel. C. 290 — 4A, Des Voeux Rd. C.



## TYRE CHANGING HINT

When changing a tyre care should be taken to put the rim back on the wheel properly. It is not advisable to tighten each lug to its full extent before proceeding to the next. Instead, the motorist should go all round the rim, turning down each nut a few times and adopting this procedure until all the lugs are down properly. If one lug is tightened while the others are loose, the rim is likely to be bent out of shape and the tyre mounted in a lopsided way. In addition, a rim that is unevenly held down around its circumference is likely to squeak or work loose.

It is estimated that more than 100,000 visitors have been to the Melbourne motor show, which closed recently, and that cars of the total value of £400,000 have been sold.



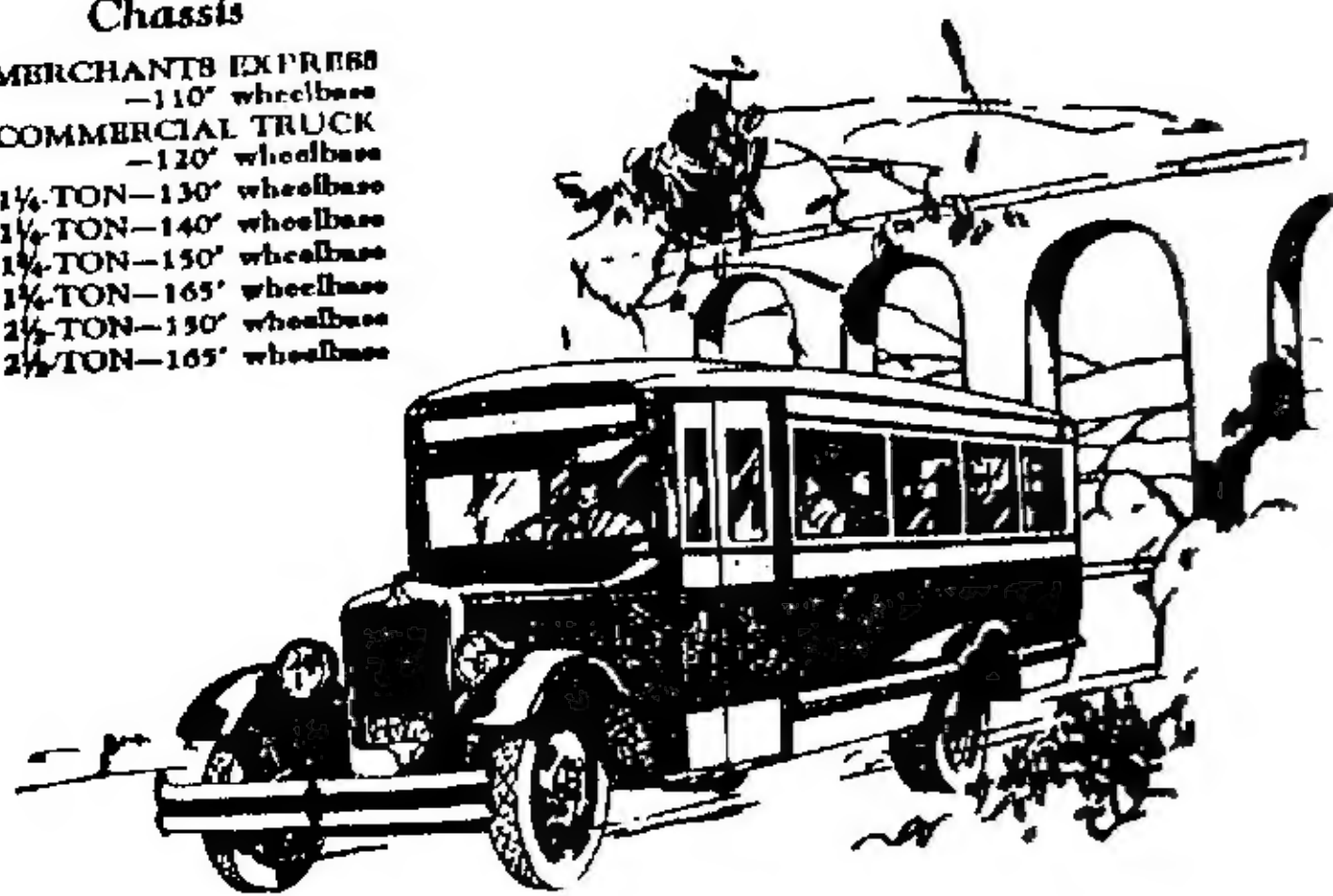
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### MOTORS IN CHINA

#### Great Array of Workers

Anda Smith, U.S. Trade Commissioner, Shanghai, writes in the "Far Eastern Review":

The greatest array of workers in China since the building of the Great Wall is now building roads in Kweichow Province. Two hundred thousand soldiers, farmers, tradesmen, school children—boys and girls—have been put at this work by Chow Hsi-tsun, a young military leader of an adjoining province who was invited to Kweichow on promise of substantial support if he succeeded in restoring peace and prosperity.

Not long ago the first motor car reached the provincial capital after a 50-day journey from Canton, being transported in pieces on coolies' backs over mountain ranges when water transportation ended. The province was bandit-infested and famine-stricken.

In a few months Governor Chow made the profession of banditry unprofitable and set about seeking constructive opportunities for the people of his province.

Kweichow is an inland province in south-west China. Narrow tracks lead only to the coast, and the only contact with the world, save these tracks, a coolie track could transport \$400 (Mexican) worth of opium with no more labour than it took to carry \$3 or \$4 (Mexican) worth of rice or other produce.

Opium traffic flourished, other trade was demoralised. Seeking a method to correct this condition, Governor

Chow hit upon better means of transportation. He sought technical advice on road building.

Within two years 600 miles of road have been built. The Tsunyi-Chiuh section of the system in the extreme north-west tip of the province will connect with a small tributary of the Yangtze River. Steam launches connecting with river boats at Chungking will provide a river transportation outlet for the products of this isolated province for the first time in history.

Graded Dirt Roads  
But Kweichow is not the only province that has awakened to the need of better transportation. All over China, provinces and districts are constructing highways. To-day between 10,000 and 13,000 miles of graded dirt roads are opening up many areas to modern means of transportation. Hard surfacing has been done in but a few districts outside the foreign concessions in the larger treaty ports.

Construction is more or less sporadic as there is no national system of highways. Although historians credit the Chinese with having an elaborate and well-maintained post or courier system a thousand years earlier than the Romans, their ancient system of imperial roads, comprising some 2,000 miles of narrow dirt traffic tracks, finds no counterpart in the modern road development. The longest regular motor road in China, from Kalgan to Urga, is 800 miles long.

But the fact that China has been able to make any progress in roads during the recent upheavals is phenomenal and the awakening of provincial authorities to the beneficial results of highway construction is one of the encouraging highlights on the China horizon.

In Kwangsi Province immediately south of Kweichow, more than 1,000 miles of roads have been built within two years, with work rapidly progressing on other lines connecting the principal centres of Nanking, Luchowfu, and Wuchow. Highway construction is further exhilarated by plans for an Industrial Exposition at Wuchow next October, in which Kwangsi Province invites foreign traders to participate and learn for themselves what has been accomplished.

Kwangtung Province, where Canton is located, has been engaged in road building, though not so extensively as its neighbours. Its 114,000 square miles, on the central eastern seaboard is by far the most populous in all China. In spite of the war, its steadily held to its road building was started several years ago. So determined are the provincial authorities that road building must continue that they refused to join in a revenue scheme of the Central Government at Nanking, until assured that the \$1,200,000 (Mexican) cigarette tax for roadbuilding would not be touched. As a result, the Nanking Government is monthly allotting \$100,000 (Mexican) (Gold \$50,000) to the Kwangtung provincial road bureau for highway work.

New Roads for Old Walls  
Modern roads have replaced ancient walls at Canton, Shanghai, Nanking, Hangchow, Changsha, Yenchow, Chuenchow, and Waichow, and at other centres such as Kiu-chang, Nan-fang, Yangchow, Kashing, and others.

The Association further claims a measure of success in inducing the organisation of private motor bus transportation services, and also claims to have urged the Ministry of the Interior to bring pressure to bear on provincial officers to establish highway bureaus. Many provinces have created such bureaus, while in others they are being organised. In five of these, Kiangsu, Kiangsi, Hupeh, Hunan and Honan, the highway bureaus have regular budgets and annual programmes in operation. In a few districts such as Nantung, Shanghai, Paoshan, Changsol, and Tai-chon, "District Road Bureaus" have been instituted to build and maintain city and country roads.

On the practical side, however, the China International Famine Relief Commission has undoubtedly done more in recent years than any other single medium in the actual construction and extension of road building in China. Since 1923 it has been responsible for the administration of several million dollars on reclamation, dyke and road construction work.

Construction Projects  
In many places it has been able to carry on construction projects irrespective of military operations and the instability of local governments. It aims to have the local authorities with whom it is co-operating match the China International Famine Relief money spent on given projects, either with funds or the equivalent monetary value in labour and materials. This method relieves the sting of philanthropy and inculcates in its place a sense of responsibility in the local authorities who sponsor the work.

The Nanking Nationalist Government, though it has set up no national highway bureau, has urged on the provinces, through its Reconstruction Commission, the desirability of creating provincial highway bureaus for the immediate construction of highway systems. Various district road bureaus throughout the provinces have held conferences at provincial capitals.

Such a conference was held in May at Nanking by the Kiangsu provincial authorities; and another was held in the same month at Wuhu, Anhwei Province. The National Communications Conference held in August endorsed better roads and proposed immediate building of a highway from Nanking to Peking.

For use on these roads, China, a country larger in area than the United States with four times its population, has less than 25,000 motor cars, contrasted with the 23,000,000 cars in America.

In 1926 the Good Roads Association reported 20 bus companies in operation. Many others were inaugurated in 1927 and 1928.

China has an abundance of cheap labour which mitigates against rapid introduction of modern highway construction machinery. Similarly her dirt graded roads will not stand heavy traffic, but the opening of any kind of

Pinghu, Soochow and Wuchow—walls are being destroyed. Numerous others are scheduled to be scrapped as road building programmes progress.

More amazing still is the removal of graves, notably in Chekiang and Szechuan provinces. For centuries, graves have been so sacred that modern building and transportation projects have often suffered. To-day in certain progressive districts one sees the actual removal of graves to make way for road building. A "constructive revolution" is proceeding in the face of military depredations.

It is difficult to say when better roads were first debated in China. The original advocate seems to have been Lo Kou-shih who, while serving as technical secretary and adviser to the Ministry of Communications in 1913, urged adoption of a highway programme as a complement of the construction of a national system of railways then being drawn up.

Although he was years ahead of his time, his constant urging resulted in a presidential mandate on November 16, 1919, stipulating certain regulations for the construction of new roads. Unfortunately this amounted to little more than a paper transaction so far as any real impetus for the creation of

a national highway system was concerned. The road building programme initiated in 1920 under the direction of the American Red Cross to assist famine-stricken districts was undoubtedly the first real impetus for modern roads. This stimulus, caught by a Sino-American group of individuals, resulted in the formation at Shanghai in May, 1921, of the "National Good Roads Association of China."

Good Roads Movement  
The organisation, popularly known as the "Good Roads Movement," has played a considerable part in educational propaganda for "better roads." Its "Good Roads Monthly" published in Chinese since March, 1922, claims a circulation of 8,000. One thousand copies of a voluminous work in Chinese entitled "A Book on Roads" have been compiled, published and circulated. Special pamphlets and other material have likewise been issued in the Chinese language and disseminated throughout the country.

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### "MARQUETTE"

#### New Buick-Built Motor Car

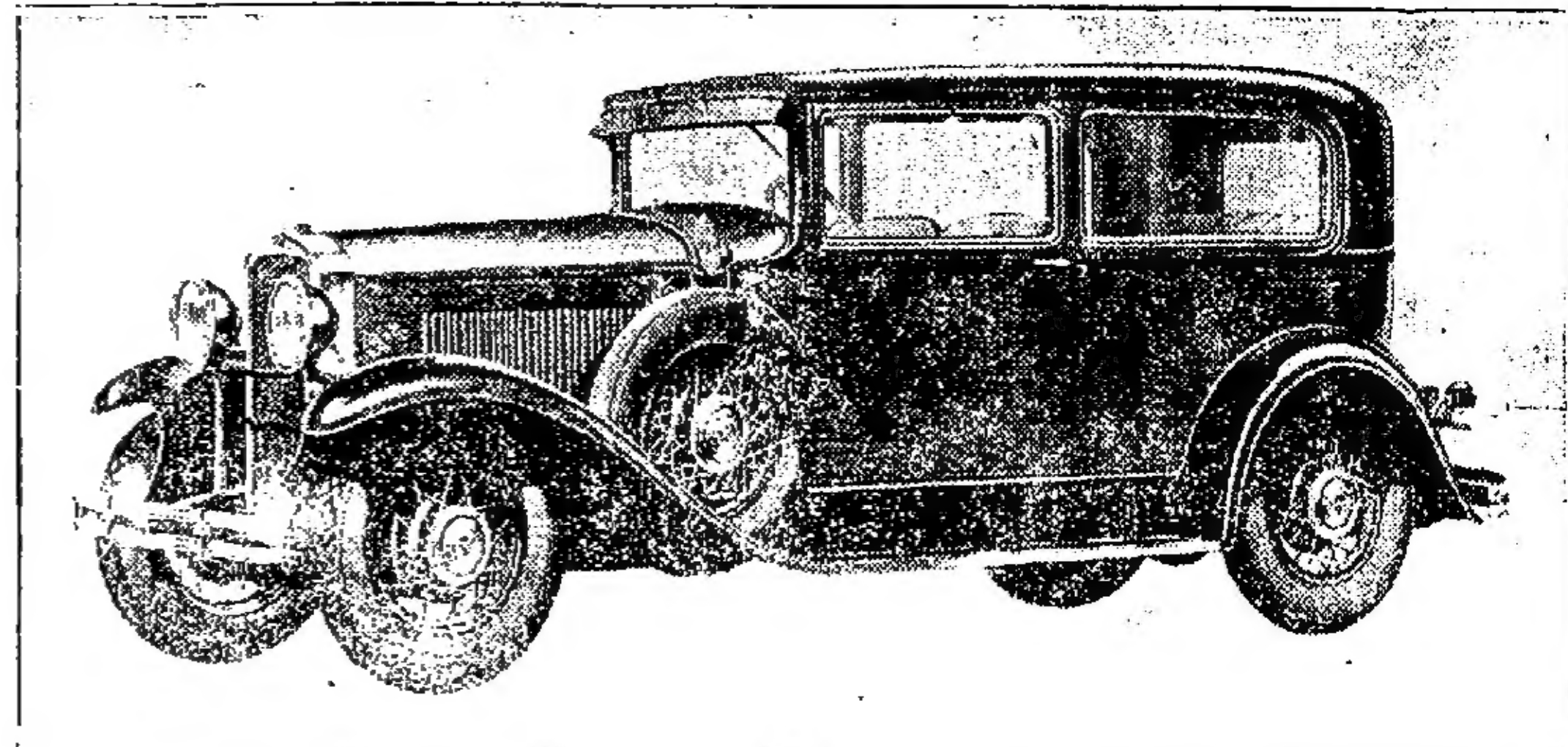
The Dragon Motor Car Company, Ltd., local dealers for Buick motor cars in this territory have been advised by General Motors that Buick has added to its line of world famous motor cars a new and beautiful six cylinder automobile that will be a leader among the cars in the medium price class.

Details as to its mechanical construction and features have not yet been made public, but it is known that Marquette, the new car, gave an account of itself at General Motors Proving Grounds that surpassed the anticipations of its designers.

There is no doubt but that tens of thousands of motorists who have a deep regard for Buick quality, performance and value, but who on account of price limitations have had to buy cars of lesser quality and value will be anxious to own a Marquette.

This new Humber is a car which should have an excellent future before it. While it is not particularly fast it has, considering the obvious weight and solidity of its body work, a surprising degree of liveliness. About 40 miles per hour can be very comfortably maintained on the 3rd gear, for example, without objectionable noise, up quite noticeable hills, and acceleration both on this gear and on top are good enough to make it a very comfortable car to drive. Second speed, which is low-gear, should suffice to carry the car up any but steep gradients.

Other good points about this car are the smooth power of its brakes and the lightness of its steering. The particular car model I tried was practically new, and not therefore in the best shape for criticism, yet I found very little of which to complain. Leaving aside the rather stiff running of the engine which is easily cured by careful driving will cure, the only point with which I was not satisfied was the gear change. The clutch exhibited a decided ten-



### STANDARD PRICES

#### Changing Year By Year

[By John Prioleau in the "Observer"]

It is interesting to watch how, in every succeeding year, a new price standard seems to be set up by tacit consent of the manufacturers. For some time, in the light, cheap class we have had what may almost be described as arbitrary figures, like £135, £180, and £208. A little further up the scale comes the keen competition to give the best value for something a shade under £300. Until this year the prices between this last and the £600 or £700 class fluctuated pretty widely, and there did not seem to be any particular figure at which the majority of the makers of popular cars were anxious to offer anything sensational.

This year, however, two new price classes have been apparently arranged, one just under £400 and the other just under £500. The former naturally offers considerably larger choice, and I hope to be able to deal with some of the rather remarkable cars which fall into this category later on. The new class, which may be called the £495 one, is in some ways one of the most interesting we have yet had offered to us. Although there are not many cars sold as yet at that price, the category includes one or two models which would have been sold for certainly not less than £600 or more until a year or two ago.

The general rule is, quite naturally, that when prices are brought down to a certain level by the majority of makers, the cars themselves lack something of the qualities they possessed when they cost more—not necessarily anything of importance, but such things as good finish in engine and coachwork, full dashboard equipment, and the like—that, of course, is only to be expected, especially when makers are unanimously agreed on the price figure. In this new class I have called the £495, I have not noticed so far that this state of affairs exists. The cars included in it seem to be exactly the same in all respects as they were when they cost £150 or £200 more, and I have had experience of some really remarkable examples of value for money amongst them.

The New Humber  
The new 16-50 h.p. six-cylinder Humber is a good example of what I mean. This car is sold as a roomy five-seated open car for £440, as a four-windowed Weymann saloon £497 and as a six-windowed coach-built saloon for the same price. From one end of the car to the other there is nothing to suggest that it has been moved down from one price class to another. Nobody who is at all familiar with the Humber cars could find grounds anywhere for suspecting that this was sold at any kind of a popular price. The body work, for example, the favourite ground for money-saving alterations, is, I considered, as sound as any that the firm has yet turned out, while the finish of the engine and of the instrument board is as good as it has ever been.

Modern roads is the significant thing to be stressed in looking toward the development for equipment five years hence.

denry towards stickiness with the result that quick and noiseless changes from 3rd, top and back, were not easy to bring about without considerable pause. I was very surprised at this, never having come across the symptom before in any Humber car, and I am quite prepared to accept the demonstrator's assurance that it is peculiar to this particular example and easily set right.

Engine Design  
The main details of the engine design are the following: The bore and stroke are 65 x 106, which gives cubic capacity of 2,110 c.c. The inlet valves, which are overhead-operated, are inclined, and the combustion chamber is now of the type known as turbulent. As has always been Humber practice, the exhaust valves are of the mushroom type, set below the inlets. The engine is supported at four points on a sub-frame on "silent-bloc" turnbolls. The camshaft is driven by chain, and there is an automatic tensioning device.

Ignition is by coil and battery with automatic advance and retard, in addition to the hand-controlled advance on the steering-wheel. The mixture is supplied by the new Zenith Horizontal Twin Carburettor, the richness of which is controlled from the dashboard. A water impeller assists the cooling. The whole engine is a thoroughly workman-like job and one of the most attractive I have yet seen. The general equipment includes a constant-reading petrol gauge, an inspection lamp-plug, and panel light-switch, dipping headlights, with dip-and-switch control, a "stop" rear light signal connected to the foot-brake pedal, a luggage grid fitted to carry 100 lb. weight, and an electric screen wiper.

I thought the suspension rather unusually good, considering that the car carried only two passengers. The car sticks to the road very well on corners, and there is no perceptible sway. Rough surface is adequately dealt with, and the riding, as a whole, is really comfortable. "Silent-bloc" bushes are fitted to the axle, and Hartford shock-absorbers are used on both axles. The wheel-base is 10 ft. 2 in., and the overall length 14 ft. 4½ in.

The engine and gears run quietly, and the car, as a whole, struck me as a sound job at a reasonable price.

### FIVE-STOREY GARAGE

Accommodation for motor cars in the west-end of London will be materially increased by the new garage of Messrs. Lex Garages, Limited, in Lexington-street, W.1, which was opened by H.R.H. the Duke of York on Tuesday, June 11. This garage is a five-storey reinforced-concrete building, the lay-out of which enables access to it to be obtained from four entrances in as many different streets. It was erected in exactly seven months. Space is provided for a normal "loading" of 1,000 cars, though, in emergency, 1,200 cars can be accommodated. The upper floors are reached by a ramp, which is constructed at one side of the building, and the manoeuvring of the cars on the floors themselves is facilitated by a turntable. Restaurant accommodation for both owners and drivers is provided, while small repairs can also be effected in a special bay. All the floors are well lighted by both natural and artificial illumination.

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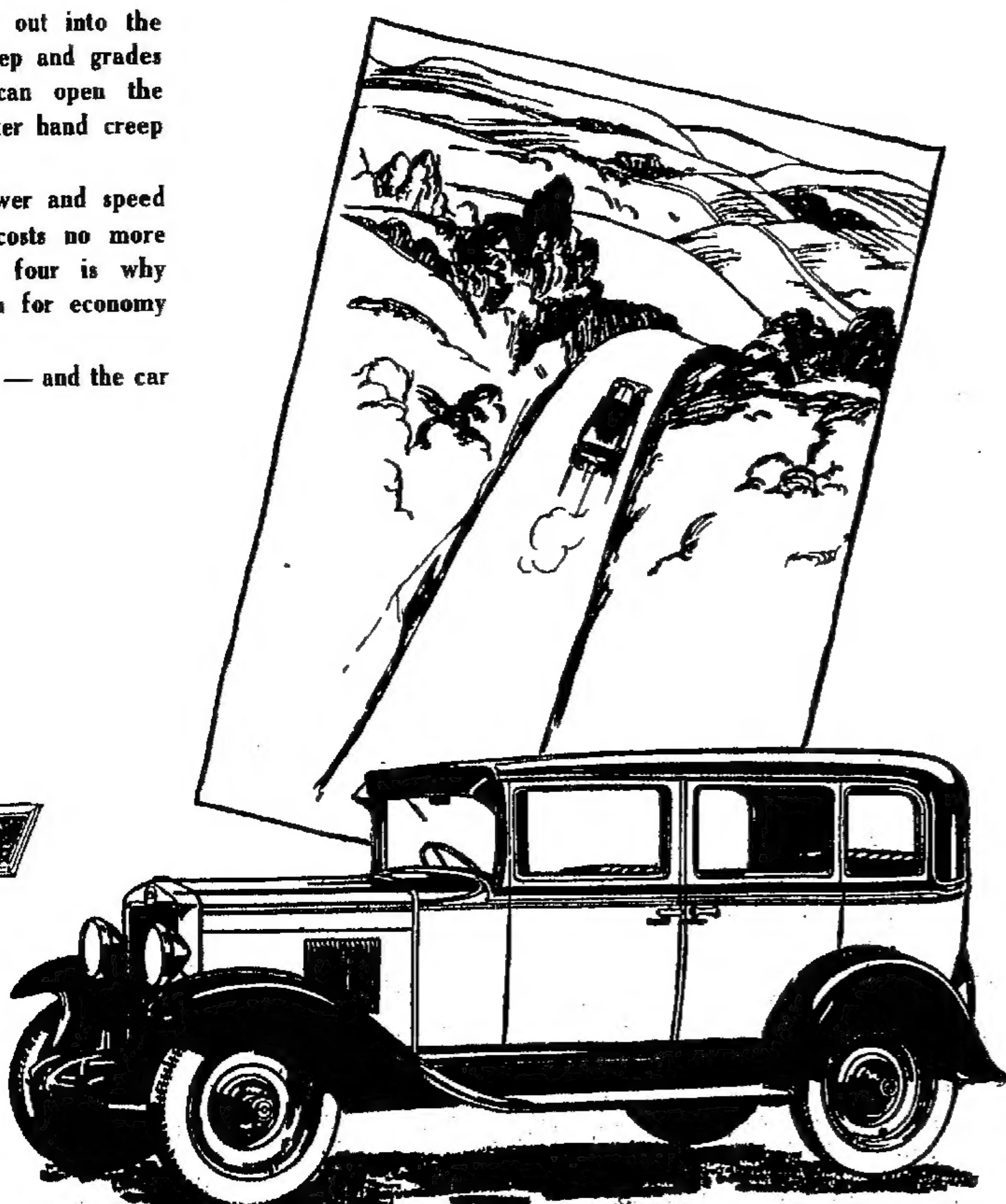
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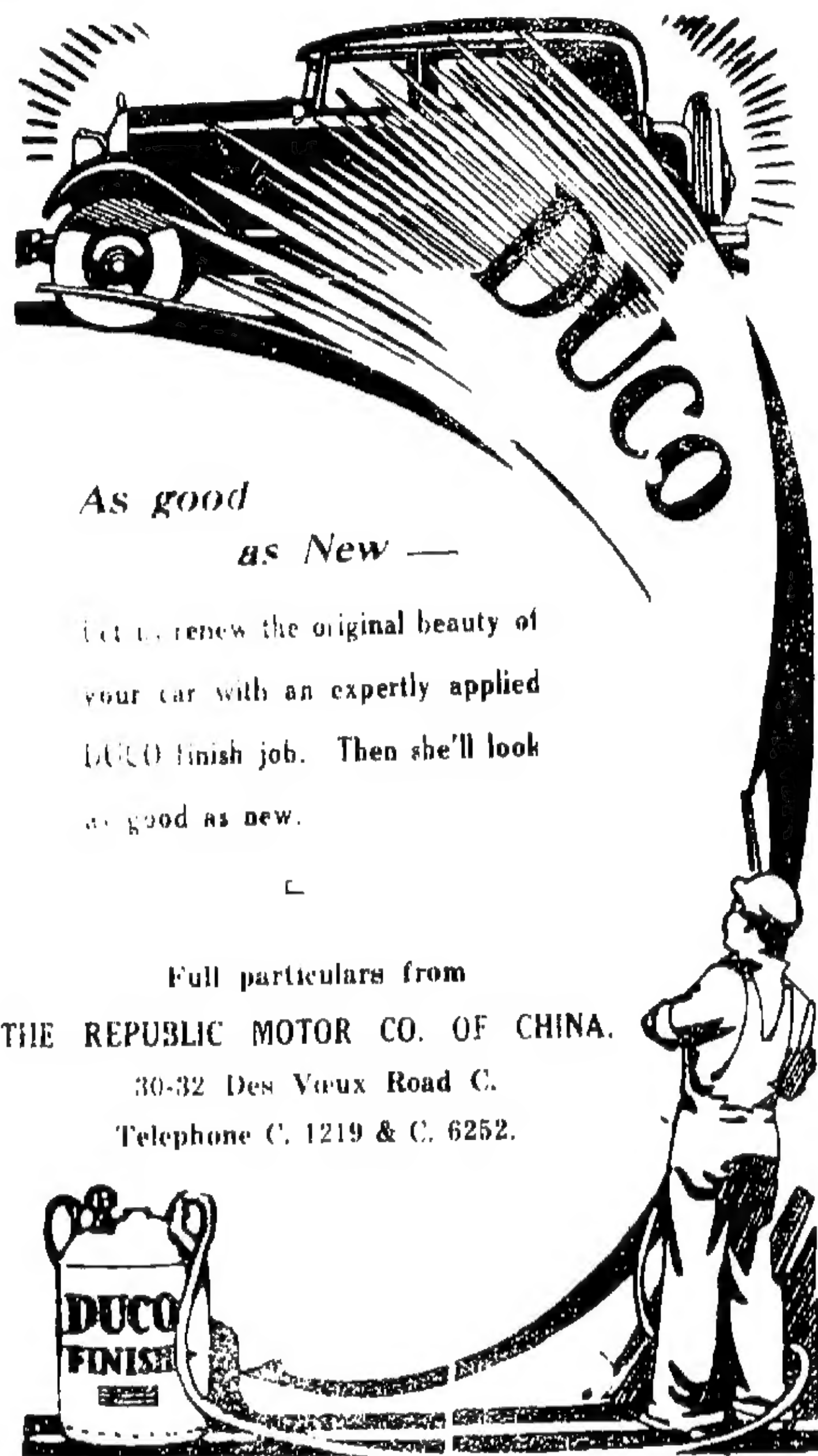
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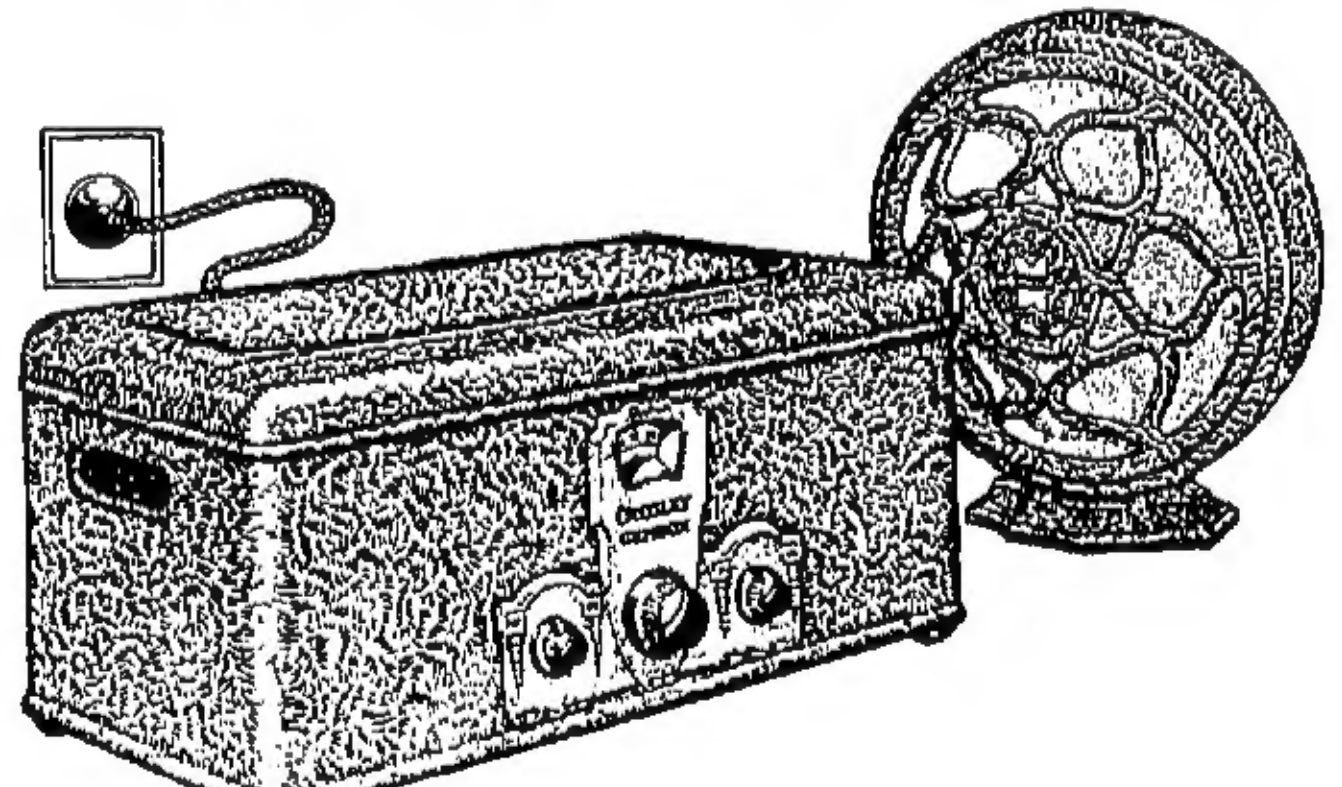
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## LAW ON GARAGING

## The Liability of Proprietors

(By Charles Greenwood (Solicitor: Honours).)

It is a matter of common knowledge amongst those unfortunate motorists who are compelled, night after night, to store their cars in different garages that, by some mysterious means, dents, scratches and other injuries seem to appear suddenly as from nowhere, and the garage proprietor either suggests that they were there before you visited his garage, or professes to know nothing at all about the matter. Sometimes these injuries are of so small a nature as not to be worth bothering about, but in many cases they materially affect the appearance of the car, and may necessitate the fitting of a new wing, a new panel, or perhaps re-painting.

The insured motorist is affected almost equally with the uninsured, for, if he reports the affair as an accident, and makes a claim upon his Insurance Company, he may lose a substantial No. Claims Bonus, which may be almost equal to the cost of the repair which the Insurance Company has to pay.

Some garage proprietors are, of course, always ready to meet their customers in matters such as these, and to deal with any small repairs which might reasonably have become necessary by reason of a mishap in a garage, but more often than not all responsibility in the matter is disclaimed.

When this happens, a motorist with no knowledge of his legal rights will usually let the matter drop and shoulder the loss himself. On the other hand, a motorist who has some idea as to his legal position will often succeed in persuading the garage authorities that they must deal with the matter themselves.

As a general rule, when a motorist drives a car into a garage, he merely places it in some convenient position, states when he will require it again, and then leaves it to the tender mercies of the garage employees. The liability resting upon the garage proprietor in circumstances such as these is a fairly considerable one. He is under a legal obligation to look after the car in question with due and proper skill and care. That is to say, with the skill that one naturally expects from an efficient man. He will be absolutely liable for the acts and omissions of the garage employees acting in and about the course of their employment.

For instance, if one of the employees dropped a lighted match, causing a fire which destroyed the garage and all its contents, then the proprietor would be liable for the value of every car that was destroyed.

To take another example, let us assume that a motorist discovers one morning that his car, after a night in a certain garage, has a very nasty dent in the back which will necessitate the beating-out of a panel and its re-painting. It is useless for the garage proprietor, and all his employees, to make fervent declarations to the effect that "it wasn't us."

The garage proprietor is liable for the repair, unless he can prove definitely that the accident was not caused by any of his employees. The onus is on him to show the accident is not due to any carelessness on his part, or the part of his employees.

He is most certainly liable under the following circumstances:—

- (1) If he allows the garage to become overcrowded, so that it becomes likely that cars will be moved into one another.
- (2) If he allows motorists generally to drive their cars about the garage without proper supervision.
- (3) If any of his employees were moving the car at the time it was injured.

In many cases the garage proprietor attempts to cut down his liability by displaying notices upon the walls of the garage, or by printing conditions on a ticket which he hands to the car owner. Neither of these precautions will affect his liability unless he can show, in the case of the wall notices, that the motorist saw them, or that they were so prominently displayed that no reasonable man could help seeing them, and in the case of conditions printed on the tickets:—

- (1) That he gave the motorist reasonable notice that conditions were printed on the ticket.
- (2) That the motorist knew that there was writing of some sort on the ticket, and
- (3) That the motorist also knew that the writing comprised conditions affecting the storage of the car.

It will thus be seen that the liability of garage proprietors is a little more extensive than is generally supposed, and is considerably more extensive than a number of garage proprietors will admit when an accident has happened to a car in their garage.—  
On the Road.

## FLYING SQUAD

## Growing of the Motoring Limb of the Law

With the arrival of Lord Byng at the head of Scotland Yard, criminals are finding that our internationally famed police and detective forces are becoming the most formidable of any nation, and the famous Flying Squad has been so speeded up that it is now the fastest and most effective body of its kind in the world.

An inconspicuous touring car of a nondescript colour dashing through a police trap at 65 or 70 miles an hour, or cutting along a path in a traffic block miraculously cleared by the joint duty policeman—that is the twentieth century equivalent of the stout gentlemen in the red waistcoats who ran from their headquarters in Bow Street laboriously after fleeing criminals in stage coaches and post-chaises a century ago. The very names given to that clutching hand of the law by the Victorian generation and by this, exemplify the tremendous changes that have taken place—then Bow Street Runners, to-day the Flying Squad.

These changes are not confined to the methods of the upholders of the law, for it is the adoption by the law breakers of science's latest inventions that have made it imperative for Scotland Yard to fight them with their own weapons.

Before the motor car reached its present state of reliability the burglar had to make the most elaborate arrangements for a good "get away." But to-day he simply commandeers a car, drives to his "pad" like any city magnate, drives away with the stolen articles, and abandons the car in some deserted spot miles from the scene of his misappropriations.

Many cases have been recorded of one gang committing three burglaries in three different counties in one night. It soon became obvious that the police would have to have not only fast cars, but the fastest cars, if they were to wage an effective warfare against the motoring criminal. The authorities, therefore, decided that cars combining the qualities of speed, reliability, ease of manipulation, economy and strength must be obtained, and so a committee of experts set about choosing what, in effect, would be the perfect motor car. They tested, and examined, and experimented with many different cars, and they decided that quite apart from the policy of buying British cars, fulfilled all their very exacting requirements.

## Wireless Apparatus

The Flying Squad is now equipped with the most up-to-date fleet of cars in the world, and cunningly concealed wireless apparatus is fitted to some of the speediest vehicles so that the detectives, in whichever part of the country they may be, can always keep in touch with headquarters. Every new device and product of British motor engineering skill is utilised, and the performance and efficiency of the fleet reaches an amazingly high standard. Scotland Yard in fact possesses what might be termed the crown of the British motor industry, a unique selection of every type of road vehicle British manufactures, from the high-speed "thoroughbred" car to the heavy lorry.

The cars are all fitted with a disc on which are displayed the letters "M.P." (Metropolitan Police). This disc can be shown in a prominent position at a traffic block, or to reassure any patrolling policeman who may notice a car travelling at express speed. There are also other signs that for obvious reasons cannot be made public, by which policemen can distinguish a Flying Squad car.

As well as these modern "Bow Street Runners" there are vans—also fitted with wireless—for rushing a band of police to the scene of a "fracas" and fast touring cars in which the superintendents and chief inspectors follow.

Then there is a luxury saloon for the Commissioner, and at the other end of the scale a lorry for heavy transport work.

Thus Scotland Yard has proved how speed, comfort, general utility, and heavy haulage can be obtained without going outside these islands.

## COMBINE IN JAPAN

## Three Companies to Co-operate

Three Japanese motor car manufacturers are reported in negotiation for production and sales agreement. The plan is encouraged by the Department of War, especially in view of marked activities on the part of foreign manufacturers in Japan. The three concerns are as follows:—

Ishikawajima Jidosha Seizo K.K. (Ishikawajima Motor Car Manufacturing Co., Ltd., recently established to take over the motor car department of Tokyo Ishikawajima Zosen Co., K.K. Capital of this concern is Yen 2,500,000, productive capacity about 350 cars a year, including motor trucks and autos, buses.

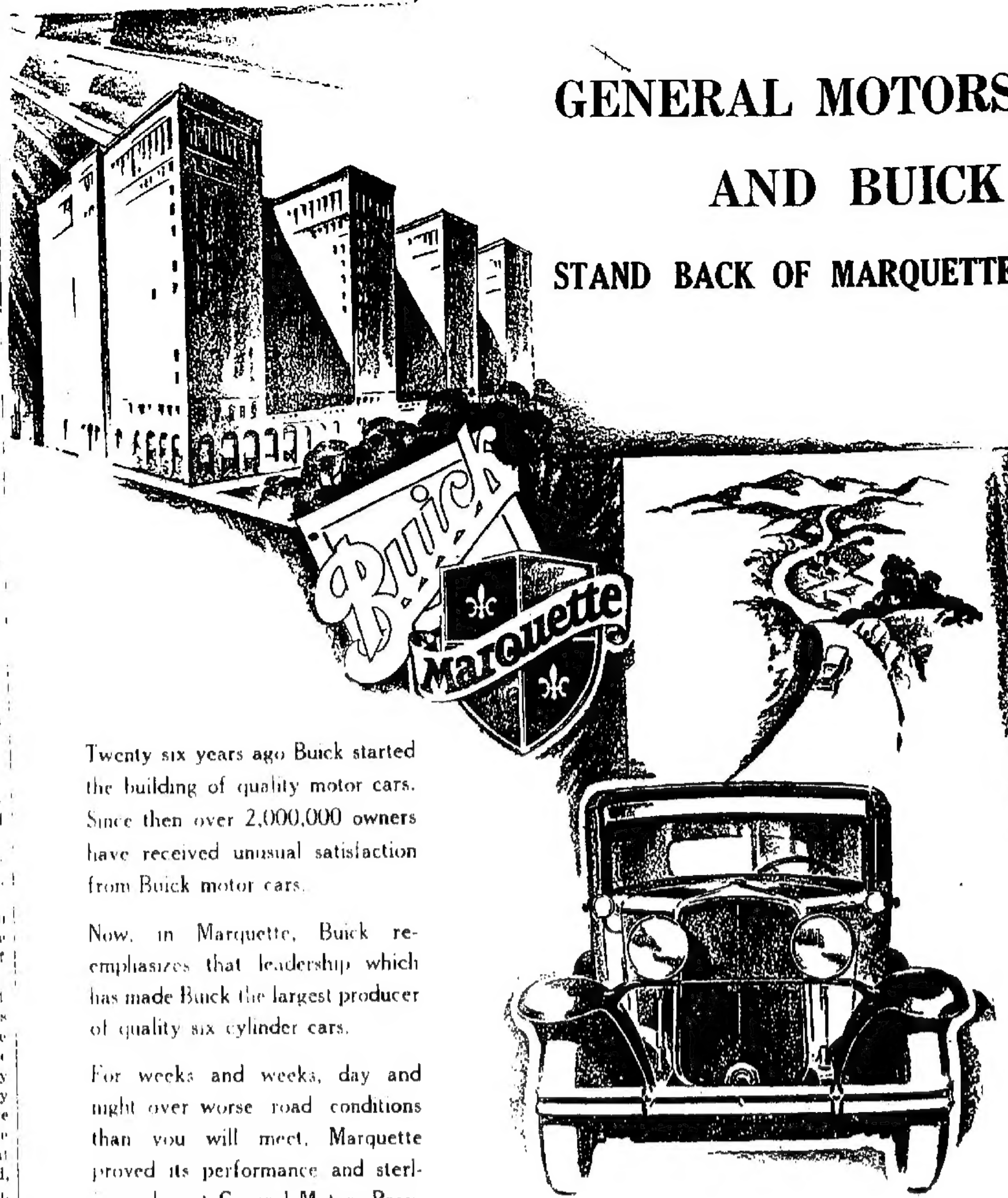
Tokyo Gasu Denki Kogyo K.K. (Tokyo Gas and Electric Industry Co., Ltd.), with a productive capacity of 50 cars a year, principally large size buses.

Daito Jidosha K.K. (Daito Motor Car Co., Ltd., which has a capital of Yen 500,000, and a productive capacity of 50 cars of small size buses. At present the Government is subsidising this industry to the extent of Yen 500,000 a year.

The agreement now under negotiation is to cover buying of materials, standardisation of the type of cars, and sales by discriminating sphere of influence. It is reported that these firms will endeavour to manufacture motor trucks and buses the demand of which is rising every year, the present production being about 50 per cent. of the total demanded in Japan a year, 20,000 cars.

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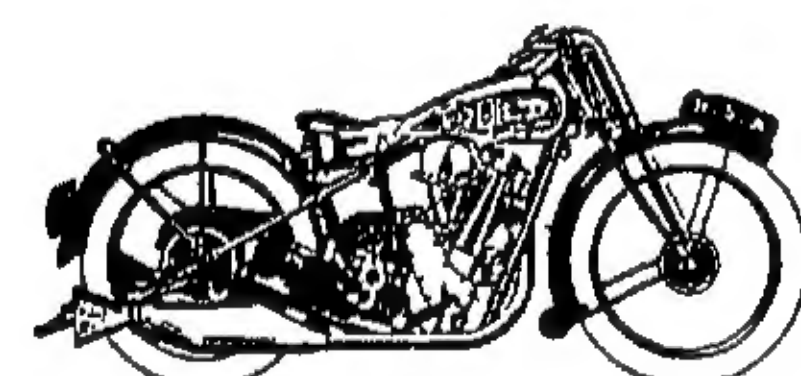
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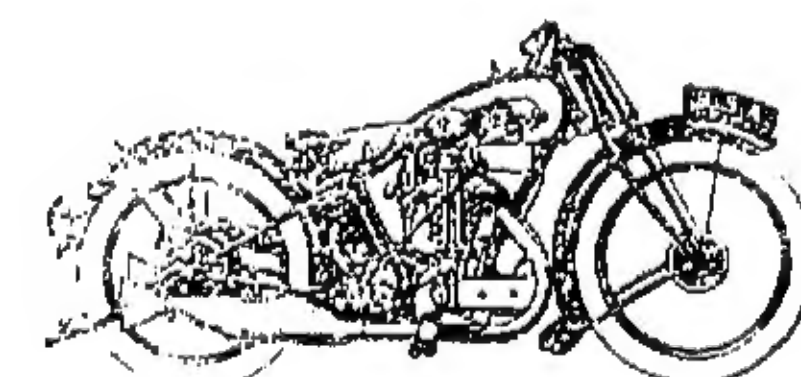
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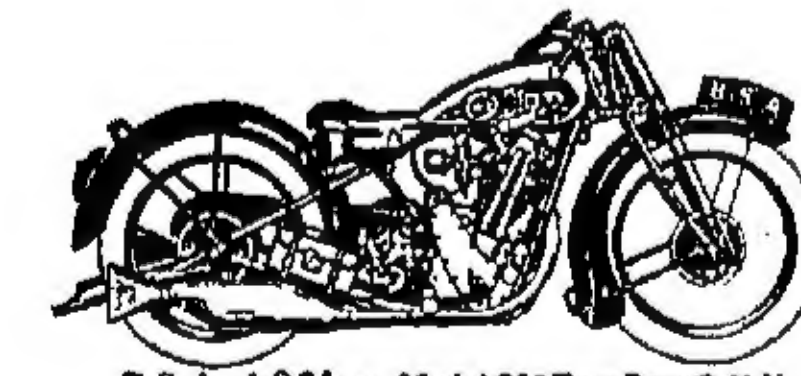
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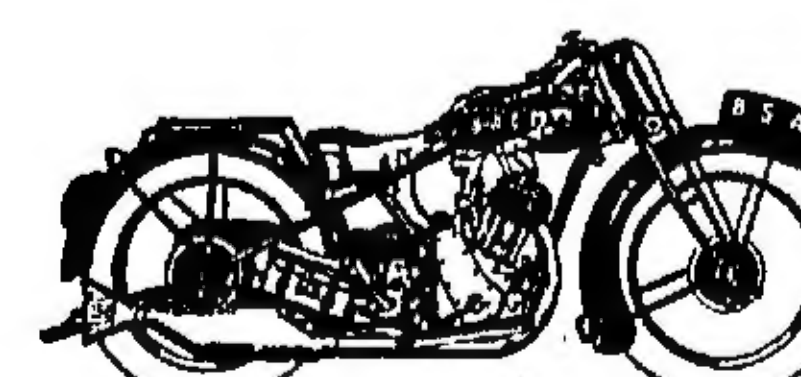
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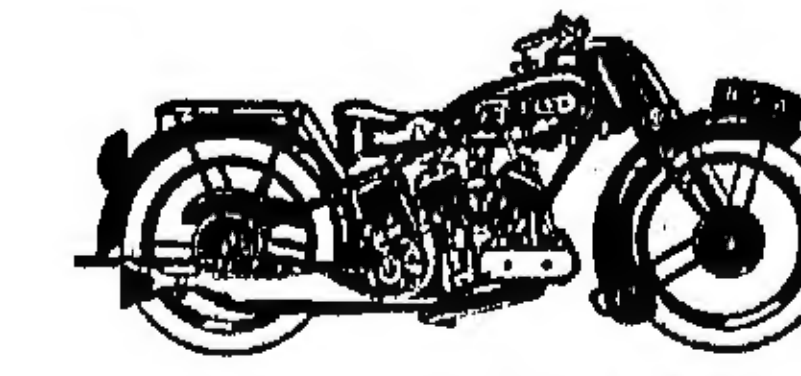
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